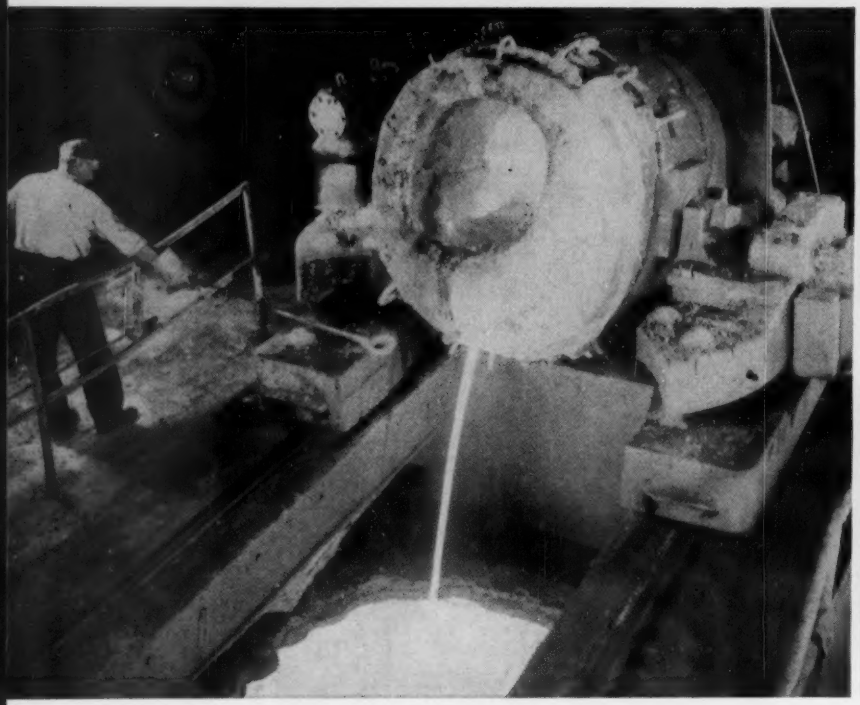
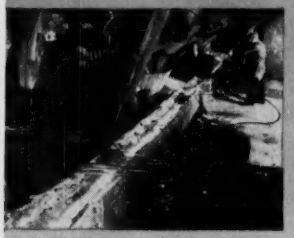
NOVEMBER 28, 1955

RR Men for Construction Work . . . p. 28

# RAILWAY AGE

One of Five Simmons-Boardman Railway Publications





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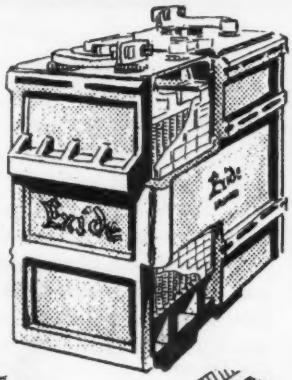


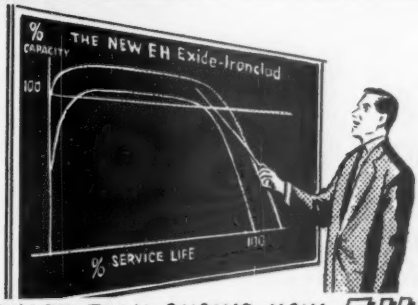


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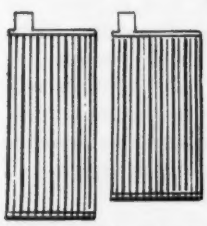

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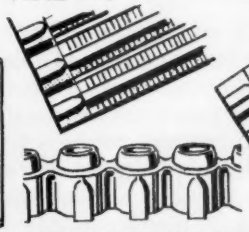

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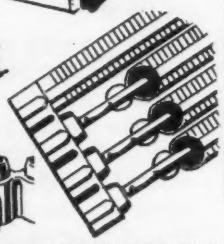

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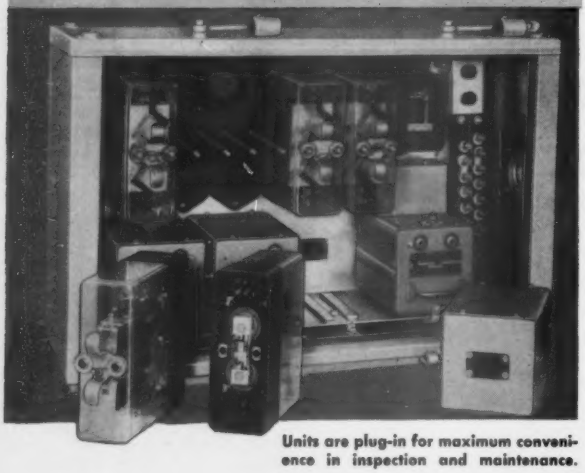

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Published weekly by the Simmons-Boardman Publishing Corporation at Orange, Conn., and entered as second class matter at Orange, Conn., under the Act of March 3, 1879. James G. Lyne, president. Arthur J. McGinnis, executive vice-president and treasurer. Samuel O. Dunn, chairman emeritus. J. S. Crane, vice-president and secretary.

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**November 28, 1955**
**Vol. 139, No. 22**


## CONTENTS AND
# Week at a Glance


**A near-record freight-car order backlog** is the prospect for the New Year, as a result of orders already placed and commitments made by major roads at the annual AAR member road meeting. Indications are that over 87,000 cars will be ordered in November and December, building up the total on order at the year end to 140,000 cars. . . . 7

**Why ICC made Ex Parte 175** increase permanent is set forth in a commission report supporting its October 17 order. Basic reason — "indications of stability in economic conditions." . . . 8

**The railway market report this week** includes the latest freight car orders, a progress report on the Rock Island's new lightweight train, and indications of more overseas interest in Talgo-type trains. . . . 9

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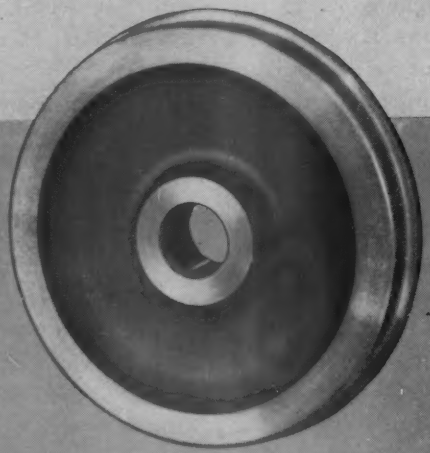
**Railroad men for railroad work**—that's what brotherhood spokesmen asked the Rock Island to do about the practice of hiring outside contractors to do many construction or maintenance jobs that regular bridge and building crews aren't equipped for. The answer is a special gang made up of "jacks of all trades." . . . 28

**Goal: 100 miles a day,** instead of the 43.8 miles a day now the national average of freight car performance, is proposed by ASME President Lewis K. Sillcox. He has worked out a formula for arriving at that goal, which would double the railroads' capacity to meet shippers' needs. . . . 30

all in a year's work! by Hungerford

We will be glad to send you enlarged copies of this Hungerford cartoon (without advertising copy) for posting on your office and shop bulletin boards, or a cut for your company magazine, at cost.



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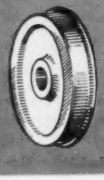

## Current Statistics

| | |
|---|---|
| Operating revenues, nine months | |
| 1955 | $7,466,585,309 |
| 1954 | 6,975,961,026 |
| Operating expenses, nine months | |
| 1955 | $5,623,065,835 |
| 1954 | 5,546,999,420 |
| Taxes nine months | |
| 1955 | $ 820,244,988 |
| 1954 | 658,306,529 |
| Net railway operating income, nine months | |
| 1955 | $ 836,311,641 |
| 1954 | 580,921,059 |
| Net income, estimated, nine months | |
| 1955 | $ 661,000,000 |
| 1954 | 408,000,000 |
| Average price railroad stocks | |
| November 21, 1955 | 95.68 |
| November 22, 1954 | 77.81 |
| Carloadings revenue freight | |
| Forty-five weeks, 1955 | 33,018,160 |
| Forty-five weeks, 1954 | 29,586,319 |
| Average daily freight car surplus | |
| Wk. ended Nov. 12, 1955 | 2,755 |
| Wk. ended Nov. 13, 1954 | 28,785 |
| Average daily freight car shortage | |
| Wk. ended Nov. 12, 1955 | 17,862 |
| Wk. ended Nov. 13, 1954 | 2,716 |
| Freight cars on order | |
| November 1, 1955 | 61,954 |
| November 1, 1954 | 12,853 |
| Freight cars delivered | |
| Ten months, 1955 | 29,710 |
| Ten months, 1954 | 32,083 |
| Average number of railroad employees | |
| Mid-October 1955 | 1,087,247 |
| Mid-October 1954 | 1,055,145 |

●

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**Up-to-the-minute car reporting** is routine on the Erie now, as a result of linking up by Teletype six different types of data card processing machines. . . . 32

**What the modern freight car needs**—wide doors, vermin protection, durable floors, easy-riding trucks, better draft devices—was spelled out comprehensively at the recent Chicago meeting of the Car Department Officers. . . . 35

**NIT League favors** many of the Weeks Report's rate-making recommendations, but declines to go along with important proposals designed to afford railroads relief from unrealistic regulation. . . . 37

**COMING: Special Report—Piggyback Today.** Next week's *Railway Age* will include a comprehensive round-up of T-O-F-C services now provided by each railroad, and plans for expansion and improvement.

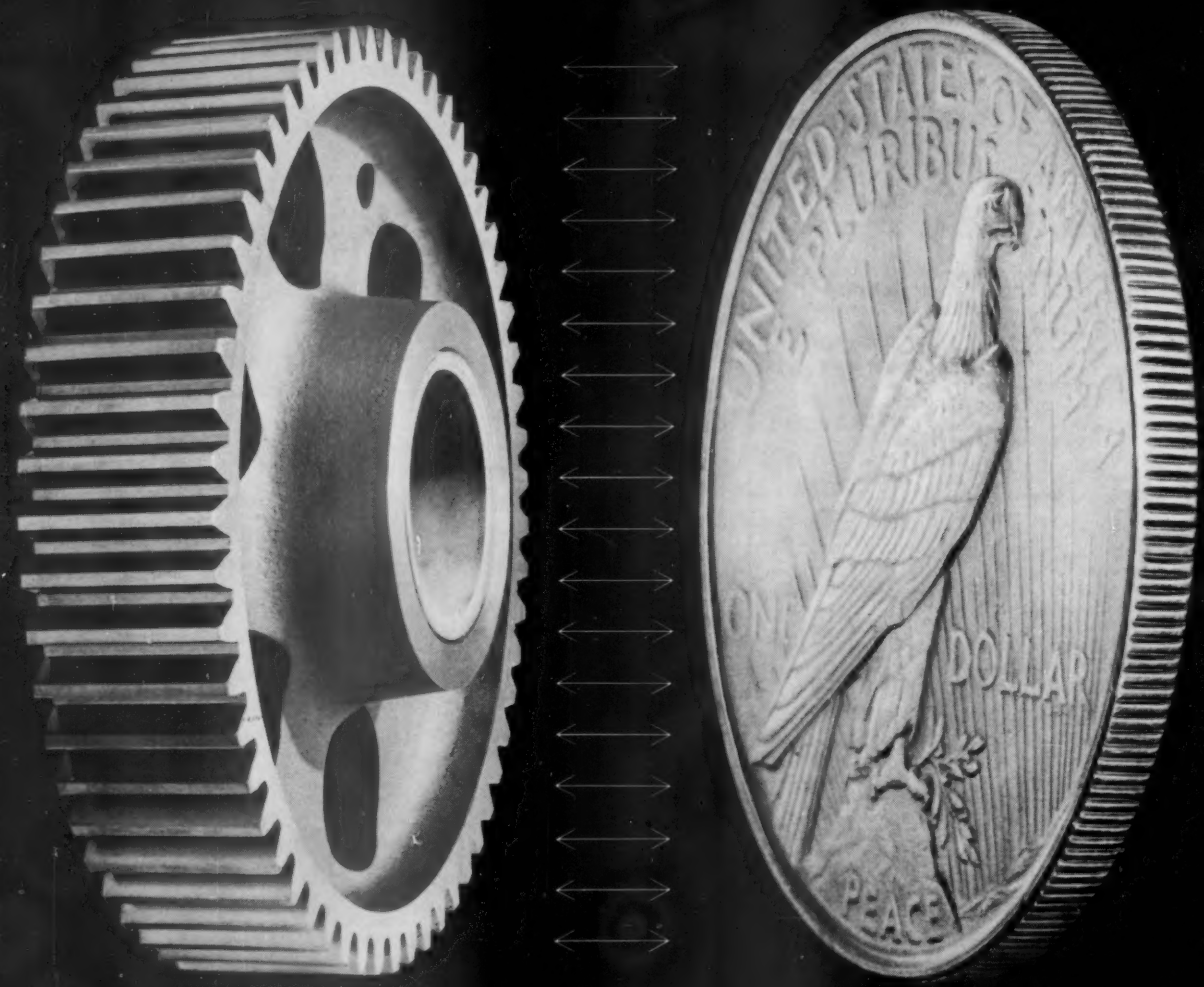
### BRIEFS

**One major Class I railroad** has plans to ask the ICC very shortly for authority to acquire control of a connecting Class I road with which it has been steadily building up closer relations.

**A total of 1,000** "scenic cruisers"—with domes—will be in service by July 1956 on Greyhound intercity bus routes. Their total cost is $50 million.

**Extension of the C&NW to Ogden, Utah,** from Lander, Wyo., about 185 miles, is being talked about in Chicago. Such an extension would give the North Western a connection with the SP and WP, setting up a new east-west through route.

**End of the truckers' "truce"** with the railroads is threatened as a result of American Trucking Associations' activity to get the Pennsylvania suit against Eastern railroads activated again.

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WHAT may sometimes look like a bargain in Diesel locomotive parts may actually prove to be false economy in the end.

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# Huge Freight-Car Backlog Nears

**Roads pledge to order 87,500 cars in final two months of 1955; hope to reduce bad orders to 4% of ownership**

Class I railroads will enter 1956 with a near-record backlog of freight car orders.

The move to improve the nation's car supply adds up like this:

Class I roads had about 61,000 freight cars on order at the close of October and pledges to order an additional 87,500 cars by December 31 were made in Chicago November 18, at the annual member-road meeting of the Association of American Railroads.

Deliveries in November and December—hampered by steel shortages—probably won't add up to more than 8,000 cars. This would leave around 140,000 cars on order January 1.

Translated into dollars, this year-opening backlog will amount to around $1.12 billion—highest since the 1920's, according to AAR spokesmen.

The 87,500 new cars pledged at the meeting in Chicago are to be placed on order books between November 1 and December 31. As of November 18, close to 40,000 had already been ordered; therefore, new car orders by Class I roads in the final six weeks of 1955 will cover about 47,500 cars.

William T. Faricy, president of the AAR, said the rail carriers will make every effort to get needed steel for the new cars. Even so, deliveries probably will extend well into 1957.

Mr. Faricy went on to say that railroads recognize the need to increase their car supply, not only to handle present demands but "in anticipation of the new freedom we're asking for in competitive rates."

**Fewer Bad Orders**—The AAR president revealed that member roads also will undertake to reduce the number of cars awaiting repairs to 4% of ownership. The present figure is around 4.7%, compared with 5% five months ago.

The program to reduce further the number of bad order cars, Mr. Faricy said, is contingent upon availability of steel. He said supplies of "MRO" steel used in car repair work have been "especially tight."

Prospect of early termination of the government's accelerated amortization program was undoubtedly a factor in the decision to order more cars at this time, Mr. Faricy said.

He added that he is hopeful of having the program continued. In addition, he said, the AAR has made presentations to the government about reopening the fast write-off program for diesel locomotives. The program was suspended August 11. "Railroads have to stretch their power to handle present business," Mr. Faricy declared. He said he believes it is in the interest of national defense to reopen the diesel program; and that railroads would buy reserve power if it were reopened.

# Roads Need More and Better Cars

**So says Gurley at Railroad Division luncheon during Diamond Jubilee meeting of ASME in Chicago**

Railroads are in the midst of a tremendous growth in the demand for transportation, said Fred Gurley, president of the Santa Fe, in an informal address before the Railroad Division of the American Society of Mechanical Engineers at its annual luncheon during the Diamond Jubilee annual meeting of the society at Chicago, November 16.

The roads are in a bad state, he said, with too few cars to handle the business they now have, not to mention additional business they would like to have. Among suggestions for improving the situation, he mentioned the need for change in the present concept of rate making, which is aimed at maintaining a "fair" distribution of the transportation volume between various transportation agencies. Competition, he said, should be allowed to determine rates so that each agency could handle the business it is economically best fitted to handle.

Mr. Gurley also spoke of the need for fewer bad order cars and expressed the opinion that the bad-order situation is in part due to bad car design. Unless cars are improved to reduce rough-handling damage, movement on highways will continue to increase at the expense of railroads. Engineers, he said, have not done enough yet toward improvement of this situation.

**L. K. Sillcox,** honorary vice-chairman, New York Air Brake Company, also speaking at the luncheon, emphasized the probability that the volume of traffic to be handled by all agencies will increase by 44% during the next decade. He discussed several measures which could be taken to improve the reliability of freight-car service and the intensity of freight-car utilization. Speaking of the problems of passenger service with which the railroads are now confronted, he reminded his audience that a ten-car passenger train seating 800 persons, which 25 years ago cost, with its locomotive, at the rate of $437.50 a passenger seat, today costs at the rate of $2,250 a seat.

It is impossible to raise fares, he said, and load factors are deteriorating. Mr. Sillcox believes, however, that potential mass travel between cities is available with comfortable sit-up trains on non-stop schedules at fares around two cents a mile. The problem is to make money on such fares, which will compete with highway travel.

The luncheon, at which C. K. Steins, mechanical engineer, Pennsylvania, and chairman of the division, presided, was attended by more than 700 railway and railway supply men.

During the society meeting the Rail-

**MOST CIVIC-MINDED RAILROAD MAN in Michigan, Dan R. Rathsack (left), Chesapeake & Ohio passenger department agent at Ludington, accepting engraved silver tray, symbolic of title, from Roob Allie, executive secretary, Michigan Railroads Association. Mr. Rathsack, among other civic activities, is in his second term as mayor of Ludington, and has always been active in Boy Scout work and promotion of clubs and sports for youngsters.**

road Division sponsored two full technical sessions and participated in a third. Among the papers presented were descriptions of the new low, lightweight passenger trains being designed and built by ACF Industries, Budd, Electro-Motive Division, and Pullman Standard.

## Rates & Fares

# Why ICC Made 175 Hike Permanent

### It found "more indications of stability in economic conditions" than in period when it kept freight rate increase on temporary basis

The Interstate Commerce Commission has issued a report supporting its October 17 order which authorized railroads to incorporate Ex Parte 175 increases into the basic freight-rate structure. Tariffs making this change become effective January 1.

The increases, amounting to a general advance of 15% with some exceptions, have been in effect since 1952, but have heretofore been published as a temporary rise and collected as surcharges. Before the October 17 order was issued, their expiration date was December 31; and that order was in response to the railroads' warning they could not take the loss of the annual revenue at stake—about $911 million on the basis of present traffic (*Railway Age*, October 24, page 9).

**Stability**—While the commission's 64-page report reviewed all evidence taken at hearings on the issue of making the increases permanent, it summed up by saying that revenue needs of railroads are as great today as they were in 1952 when the increases were originally granted. As to abandonment of the temporary-increase arrangement the report had this to say:

"In our last report in this proceeding . . . . we expressed some doubt as to whether we had achieved a fair degree of stability in our economy, and whether the present high plateau of prices, values, wages, taxes, and business activity would continue in the foreseeable future. At the present time there are more indications of stability in economic conditions than there were in 1952, when these increases were authorized, or in 1953 when they were extended. In spite of a few weak spots, the general level of business activity which prevails should continue through 1956."

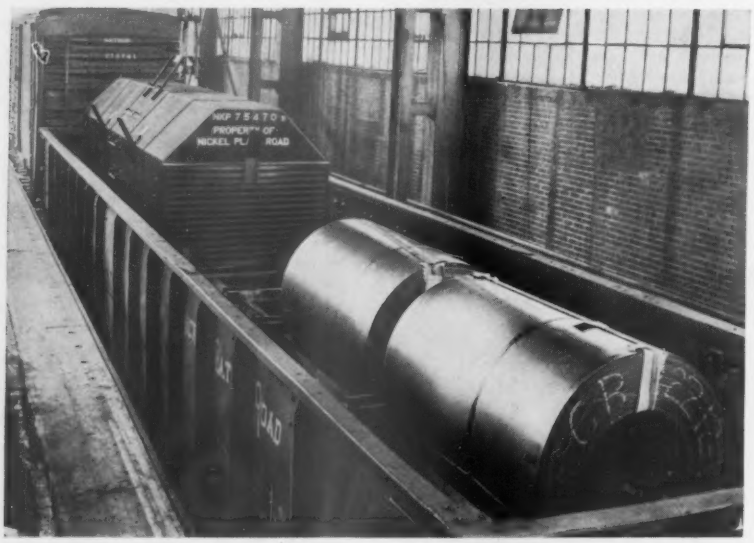
**Hesitancy**—The commission conceded the temporary nature of the increases may have influenced railroads to remain cautious in making expenditures for maintenance and capital improvements. "Uncertainty in the minds of railroads as to whether they could rely upon continuance of these increases," the report said, "may well have been a determining factor in their decision in 1954 and the first quarter of 1955 to cut maintenance expenditures (and incidentally the supply of cars), and also may have been a determining factor in their decision in that period to reduce capital expenditures for needed improvements."

As a general proposition, the commission found that the increases, in effect three years, "have not unduly disturbed the general economy of the country." The report went on to point out that railroads have removed the increases "in many instances," while, in other instances, rate cuts have been greater than the increases.

**Competition**—Elaborating on the foregoing, the commission recognized that railroads "must meet the competition of other transport agencies, particularly motor carriers, in order to retain sufficient traffic to keep them in operation." The report added: "These problems we must meet from day to day, at the same time preserving all forms of transportation subject to our jurisdiction in a sound and healthy condition."

Meanwhile, the report had dealt with evidence relating to the impact of the increases on movement of particular commodities, especially coal. The coal industry made a strong plea for cancellation of the increase as it applied to coal traffic. The commission's general conclusions as to that situation were that the increases on coal did not result in rates too high in relation to the cost of serving coal shippers; and that rates on coal had "no bearing" on dieselization of railroads and "little to do" with diversion from coal to gas and oil for domestic purposes, "which is primarily due to convenience and other matters not related to the price of coal."

Moreover, the commission was convinced that the coal industry "is by no means a dying one." On net worth, the report continued, its average rate of return for the 1948-1954 period "was considerably higher than that of the railroads," and "it is expected



**NEW-TYPE CORRUGATED STEEL gondola car cover (background), is one of 26 put into service by the Nickel Plate to replace canvas formerly used to protect loads of steel from rain, snow and dirt. The covers, designed and made by Pressed Steel division of Republic Steel Corporation, are each 22 ft long, 5 ft 10 in. high, and 6¼ in. wide; each gondola car requires two of them. They can be quickly handled by crane and tiered, one on top of another, alongside car during loading operations.**

## Briefly . . .

**. . . Residents of the Germantown** section of Philadelphia get a new shopping center and the Pennsylvania gets a new passenger station under arrangements announced by Food Fair Stores, Inc. The grocery chain will erect a supermarket and other stores at the site of the present Germantown station and will build a new station on nearby land which it bought from the PRR; the property will then be transferred to the road.

that for the current year it will be . . . only slightly less than that of the railroads."

As to the deficit from passenger-train operations, the commission conceded that it was of "vital concern" to users of railroad freight service; but the report also noted that this loss "has long been recognized as a part of the overhead burden to which the freight service must make some contribution."

## Law & Regulation

### "Cabinet Committee Had No Axes to Grind"

Authors of the Weeks Report were "distinguished public servants and prominent businessmen who had no axes to grind or special interests to serve," W. G. Vollmer, president of the Texas & Pacific, said in Midland, Tex., recently.

Mr. Vollmer, speaking at the annual meeting of the Texas Editorial Association, emphasized that no member of the committee was connected with any transportation company. "These men undertook an examination of national transportation policies and problems motivated solely by the desire to be of service to their country," he said, and added there is no valid reason why motor carriers should bitterly oppose federal regulation which places all types of transportation on an equal competitive basis.

### Tariff Examiner, Auditor Jobs Open on ICC Staff

The Interstate Commerce Commission has openings in Washington for several transportation tariff examiners (freight) and for rate and mileage clerks, grade GS-7, with a starting salary of $4,525 per year. There are also openings in the commission's field offices for accountants and auditors (transportation utilities), grades GS-5 to GS-9, at starting salaries of $3,670 to $5,440.

Minimum qualifications for the Washington positions are at least four years' experience in compilation of freight rate tariffs, or in the traffic department of a common carrier or freight forwarder subject to the Interstate Commerce Act. Study successfully completed in an accredited school may be substituted for three years' experience, provided such study included an average of six semester hours a year in courses in transportation or traffic management.

The present field-office vacancies are in St. Louis, Chicago and New York, and other vacancies are expected to occur in the near future in other sections of the country. For these positions, minimum qualifications are

# RAILWAY MARKET Outlook THIS WEEK

## New Equipment

### FREIGHT CARS

► *Atlantic Coast Line.*—Will acquire 1,595 roller-bearing-equipped cars; approximate cost $13,332,000; ACF Industries will build 500 50-ft 50-ton box cars, with deliveries to begin November 1956; ACL shops will build 275 40-ft 50-ton box cars, 100 50-ton pulpwood flat cars and 720 wet-rock phosphate hopper cars; when deliveries are completed, ACL roller-bearing-equipped cars will total about 5,000.

► *Clinchfield.*—Ordered 10 50-ft loader-equipped box cars and 50 70-ton covered hopper cars, Pullman-Standard; estimated cost $500,000; box-car delivery expected third quarter 1956, covered hopper cars March-June 1956.

► *Frisco.*—Ordered 2,000 cars costing $16,000,000; Pullman-Standard will build 400 70-ton gondola cars, 500 hopper cars, 800 40½-ft box cars; order includes 100 53½-ft 70-ton flat cars, 100 woodrack cars (to be built in Frisco shops), and 100 70-ton covered hopper cars.

► *Missouri Pacific.*—St. Louis Federal District Court authorized building of 1,500 50-ton box cars in DeSoto, Mo., shops next year; estimated cost $11,609,400; of these, 500 will be 50½-ft cars, including 350 with 15-ft doors and 150 with 8-ft doors; all 8-ft-door cars, plus 100 15-ft-door cars, will have Damage Free loading devices; remaining 1,000 cars will be 40½ ft long, with 8-ft doors.

► *Reading.*—Inquiring for 1,000 55-ton 34-ft hopper cars, 500 70-ton 41-ft 10-in. hopper cars and 400 70-ton 52½-ft gondola cars; expected to cost $13,685,000; previously authorized equipment ordered as follows: 400 box cars, ACF Industries; 500 70-ton gondola cars and 500 70-ton hopper cars, Bethlehem Steel; cost $12,540,000.

► *Union Pacific.*—Directors authorized construction of 2,000 cars in company shops during 1956; cost $20,173,500; included are 1,300 50-ton box cars, 400 70-ton covered hopper cars, 300 70-ton flat cars; box cars include 300 automobile cars, 500 double-door and 500 single-door cars.

### LOCOMOTIVES

► *Installations by Class I Roads.*—AAR reports new units put into service during first 10 months of 1956 totaled 894 (884 diesel-electrics, 10 electrics), compared with 986 (971 diesel-electrics, 15 gas turbine-electrics), in comparable 1954 period; October installations totaled 108 units (all diesel-electrics), compared with 33 units installed in October 1954; new units on order November 1 totaled 876 (largest number on order since March 1953), including 849 diesel-electrics, 12 electrics, 15 gas turbine-electrics; 158 units on order November 1, 1954, included 148 diesel-electrics, 10 electrics.

► *Northern Pacific.*—Directors authorized purchase of 79 die-

## RAILWAYS IN THE MARKET—THIS WEEK

CONTINUED

sel-electric units; approximate cost $13,000,000; included are 41 1,750-hp road-switchers, 15 1,200-hp switchers, five 4-unit 7,000-hp freight locomotives, one 3-unit 5,250-hp passenger locomotive.

### New Facilities

► *AAR Research Center.*—Construction of new $500,000 engineering research building at AAR Research Center, Chicago, will begin next month; it will house research work on track and track components and provide space for two axle-fatigue-testing machines now at Canton, Ohio; latest addition will be center's third major building; a fourth is planned; special report to AAR board estimated 55 major research projects of recent years, some of which are continuing, are saving railroads about $100,000,000 annually on equipment and facilities.

► *Northern Pacific.*—Directors authorized expenditures approximating $8,950,000 for various projects; includes 70 mi of new main track; relaying 82 mi of branch and secondary lines; ballasting; new shops, stations and miscellaneous structures; expansion of communication system.

► *Sandersville.*—ICC authorized extension of line at Sandersville, Ga., 5.6 miles to Deepstop to provide service for kaolin processing plant and other industries proposed for area.

### Lightweight Trains

► *Argentina.*—Talgo-type freight and passenger trains are to be tested here in what would be first application of Talgo principle to freight cars.

► *Rock Island.*—Although "Jet Rocket" cars are to be delivered next month, delivery of "Jet's" lightweight diesel locomotive will not be made until later.

**WORLD WHEAT KING was proclaimed recently at Canada's Royal Agricultural Winter Fair. In the absence of "King" Robert Cochrane, the Canadian National championship award was accepted in his behalf by L. C. Halmrast (right), Alberta minister of agriculture. M. A. Metcalf, CNR traffic vice-president, is in the center. Olga Petry, CNR's "Miss Super Continental," is handing an engraved silver tray to Mr. Halmrast.**

three to five years' experience in accounting positions of a progressively responsible nature, and performance of important accounting or auditing duties. Successfully completed study of accountancy in an accredited school which included an average of six semester hours a year in accounting subjects may be substituted for general experience.

Interested persons should contact the personnel director, Interstate Commerce Commission, Washington 25, D.C.

### Unbridled Competition Gone Forever, Says Brown

"Even outright abolition of the Interstate Commerce Act couldn't restore" the ruthless competition of 1887, Monon President Warren W. Brown declared at a panel discussion sponsored by the Illinois State Bar Association at Chicago recently.

Yet, he said, opponents of the Weeks Report would have the public believe that its adoption would set the transportation industry back 75 years. The "only way relaxed railroad regulation" would do this, Mr. Brown said, would be if every truck, bus, automobile, airplane, conveyor belt and pipeline "were wiped off the face of the earth."

He said regulatory legislation was first enacted when the dominant form of transportation was the railroad, and all subsequent legislation was passed with an eye on a "crystal ball dated 1887." Even the legislation of 1920 was passed when there were practically no autos or trucks and no airlines, and "the railroads didn't have two cents' worth of competition." The Weeks Report, Mr. Brown contended, would recognize current conditions and "create competition within transportation."

John S. Burchmore, general counsel of the National Industrial Traffic League, said transportation policy decisions involving the general public interest should not be left up to a regulatory body such as the Interstate Commerce Commission. He added that Congress should plainly fix commission policy and procedures. "Shippers support and recommend the philosophy set up in the Weeks Report," he emphasized.

James F. Pinkney, general counsel of American Trucking Associations, said "there is no crisis that calls for a change in the national transportation policy established in 1940."

### ICC Proposes New Rule For Tractor-Trailer Brakes

The Interstate Commerce Commission has instituted a proceeding to develop a new regulation which would require additional mechanical safeguards against brake failures on tractor-semitrailers and other combinations of motor vehicles.

The proposed regulation had been expected, a recent statement by Commissioner Mitchell having announced it was coming (*Railway Age*, October 31, page 7). It would be added to the commission's existing motor carrier safety regulations as section 193.53. It was announced in a notice of proposed rule making in Ex Parte No.MC-40.

The commission called for submission of written statements containing views of interested parties by January 3, 1956, after which it will consider establishment of the rule as proposed or a revision of it based upon the written statements. The notice stated the commission does not contemplate holding a hearing but will consider requests to hold one.

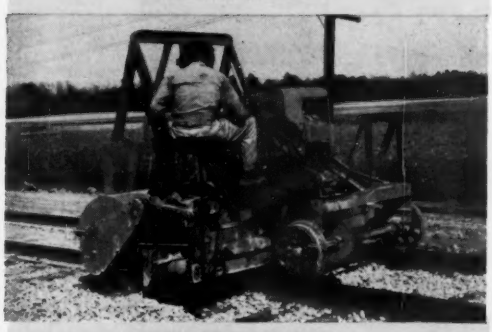
The proposed rule calls for a brak-

# Have YOU Tried the Kershaw TRY and BUY Plan?

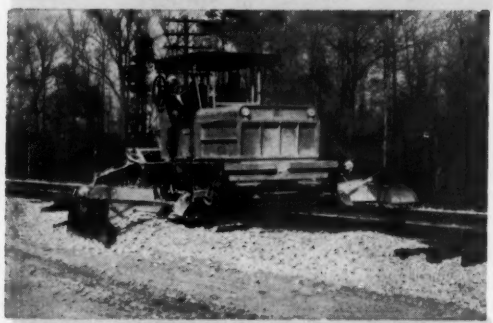
Many of America's leading railroads have! Among them are the Texas & Pacific, the Katy, the Chicago & Northwestern, the Denver & Rio Grande, the Milwaukee, the Erie, the Southern Pacific, the Western Pacific, the Pennsylvania, the D. L. & W., the Central of Georgia, the Missouri Pacific, and many others.

**The Machines Shown Below First Were Tried, Then Purchased By The Erie Railroad Under The Kershaw Try And Buy Plan**

KERSHAW JACKALL



KERSHAW TRACK BROOM



KERSHAW BALLAST REGULATOR, SCARIFIER AND PLOW

TRY THEM ON YOUR SURFACING GANGS!

The Kershaw Try and Buy Plan is simply this . . . . We ship you a brand new machine and furnish a supervisor to instruct your operator in the use of the machine . . . . You try this machine on your railroad for a reasonable length of time free of charge . . . . At the end of the free trial period you may buy it or rent it if you like it, if not ship it back to us . . . . YOU MAY TRY ANY KERSHAW MACHINE BEFORE YOU BUY IT TO MAKE CERTAIN THAT THE MACHINE DOES YOUR JOB . . . . Try it before you buy it . . . . Nothing could be fairer than that . . . . Put the Kershaw Try And Buy Plan in your budget for 1956 . . . . It belongs there (and so do Kershaw machines).

PUT IT IN YOUR BUDGET!

**KERSHAW**
MANUFACTURING CO. INC
MONTGOMERY ALABAMA

ing system on combination vehicles which would limit failure of any part of it to a single axle and would thus permit the driver to retain control over his vehicle. The proposed rule would apply on all new combination vehicles manufactured after September 30, 1956, and on all combination vehicles in use after March 31, 1957.

A petition by the Brotherhood of Locomotive Firemen & Enginemen seeking an investigation was denied by the commission except to the extent that relief sought by the brotherhood is provided by the proposed rule. The brotherhood had proposed a requirement that motor vehicles be equipped with devices which would cause automatic application of brakes upon failure of an air line or loss of braking power from any other cause.

## ICC Insists It Can Make Rules for "Multiple Units"

Hudson & Manhattan contentions that the Locomotive Inspection Act does not apply to multiple-unit equipment have been rejected by the Interstate Commerce Commission.

In a recent report by Commissioner Clarke, the commission considered the contentions and supporting evidence and concluded that H&M's multiple-unit cars are included within that act's definitions of a locomotive. The report was the first report on further hearing issued by the commission's Division 3 in Ex Parte No. 179, the proceeding in which the commission prescribed rules and instructions for inspection and testing of multiple-unit cars.

The further hearing also involved the petition of H&M for relief from some of the rules, and the joint petition of the New York Central, Long Island, Lackawanna, Staten Island Rapid Transit, Illinois Central, New Haven, Pennsylvania and Reading for modification of the inspection-frequency rule to require inspections every 60 days instead of every 30 days. The commission denied the petition.

The H&M petition for relief was denied with respect to most of the rules involved, but the commission did grant it as to the rule relating to the manner in which trucks must be fastened to the unit body. It also granted H&M conditional relief from Rule 91.419 which stipulates that no part or appliance of the unit, except wheels, contact shoes, and train stop or signal devices shall be less than 2½ inches above the top of the rail.

The relief accorded authorizes a 2-inch clearance for all H&M multiple-unit equipment presently in service—"where physical limitations of wheels and gear cases will not permit a clearance of 2½ inches between the bottom section of the gear case and the top of the rail."

## Briefly . . .

. . . **The Canadian Pacific** is again offering two scholarships to McGill University to employees, or children of employees, who are under 21. Courses are being offered in civil, chemical, mechanical and electrical engineering, the arts, architecture, science and commerce, in addition to one in household science for women only.

**ALL SPEED RECORDS for unloading ore at an Atlantic Coast port were broken recently at the Greenwich Point pier of the Pennsylvania in Philadelphia (above) when 20,895 tons of Labrador ore were taken from the hold of a ship in eight hrs. and 55 min. Ore from the ship moved over the pier to 338 gondola cars at the rate of 2,353 tons an hour.**

# Figures of the Week

## Freight Car Loadings

Carloadings for the week ended November 19 were not available as this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended November 12 totaled 796,632 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, November 12

| District | 1955 | 1954 | 1953 |
|---|---|---|---|
| Eastern | 129,454 | 116,928 | 120,190 |
| Allegheny | 150,373 | 125,501 | 140,444 |
| Pocahontas | 60,970 | 54,108 | 52,654 |
| Southern | 133,523 | 127,095 | 123,951 |
| Northwestern | 122,756 | 95,774 | 106,212 |
| Central Western | 138,360 | 130,099 | 123,541 |
| Southwestern | 61,196 | 59,244 | 60,066 |
| Total Western Districts | 322,312 | 285,117 | 289,819 |
| Total All Roads | 796,632 | 708,749 | 727,058 |
| Commodities: | | | |
| Grain and grain products | 56,093 | 61,141 | 48,490 |
| Livestock | 13,708 | 12,454 | 12,685 |
| Coal | 140,825 | 130,965 | 128,527 |
| Coke | 13,086 | 9,078 | 11,933 |
| Forest Products | 44,589 | 44,572 | 44,223 |
| Ore | 68,493 | 31,377 | 49,510 |
| Merchandise l.c.l. | 64,291 | 63,623 | 66,929 |
| Miscellaneous | 395,547 | 355,539 | 364,761 |
| November 12 | 796,632 | 708,749 | 727,058 |
| November 5 | 808,709 | 696,026 | 747,868 |
| October 29 | 835,396 | 736,233 | 780,843 |
| October 22 | 834,499 | 745,945 | 804,413 |
| October 15 | 827,245 | 721,336 | 822,582 |
| Cumulative total, 45 weeks | 33,018,160 | 29,586,319 | 34,002,837 |

**In Canada.**—Carloadings for the seven-day period ended November 7 totaled 86,931 cars, compared with 114,450 cars for the previous ten-day period, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada: | | |
| October 31, 1955 | 114,450 | 50,153 |
| October 31, 1954 | 101,516 | 38,658 |
| November 7, 1955 | 86,931 | 33,998 |
| November 7, 1954 | 76,863 | 27,343 |
| Cumulative Totals: | | |
| November 7, 1955 | 3,481,942 | 1,398,627 |
| November 7, 1954 | 3,126,617 | 1,210,517 |

## 88% of 1954's Intercity Travel Was by Private Auto

Nearly 88% of 1954's intercity passenger travel, measured by passenger-miles, was by private automobile, and the railroad industry's "share" of this passenger traffic amounted to less than 5%.

These comparisons, with like figures for other agencies of transportation, are set out in the accompanying table, reproduced from "Transport Econom-

ics," published by the ICC's Bureau of Transport Economics and Statistics.

As the table shows, the business of railroads and bus lines was down from 1953. Meanwhile, air lines and water carriers attracted more business, and their "shares" of the total were also up slightly.

**VOLUME OF INTERCITY PASSENGER TRAFFIC IN PASSENGER-MILES BY KINDS OF TRANSPORTATION, 1953-1954**

| Transport agency | Passenger-miles (billions) 1953 | 1954[1] | Percent change, 1954 from 1953[2] | Percent of annual total 1953 | 1954 |
|---|---|---|---|---|---|
| Railways, steam, diesel, and electric | 32.3 | 29.5 | − 8.7 | 5.3 | 4.7 |
| Motor vehicles: | | | | | |
| Motor carriers of passengers | 28.4 | 25.6 | − 9.8 | 4.7 | 4.1 |
| Private automobiles* | 529.2 | 548.8 | + 3.7 | 86.9 | 87.8 |
| Total | 557.6 | 574.4 | + 3.0 | 91.6 | 91.9 |
| Inland waterways, including Great Lakes | 1.5 | 1.7 | +14.4 | 0.2 | 0.3 |
| Airways (domestic revenue service and pleasure and business flying) | 17.4 | 19.6 | +12.3 | 2.9 | 3.1 |
| Grand total | 608.8 | 625.1 | + 2.7 | 100.0 | 100.0 |

[1] Preliminary estimates.
[2] Percentages computed before rounding.
* Revised series.

**RAILROAD ANTIQUE—J. E. Armstrong, Canadian Pacific track engineer, holds a length of U-shaped rail cast nearly 200 years ago by the Coalbrookdale Company foundry in England. It will be displayed, along with other exhibits, in the CPR's engineering department library on the fourth floor of Windsor Station, Montreal.**

# Operations

## N&W Announces New Fast Freight Schedules

The Norfolk & Western recently inaugurated new fast freight schedules between Cincinnati - Columbus and Petersburg, Va., which cut a full day in delivery to southern and midwestern points.

Schedules between several N&W points equal those of through passenger trains, the road reports, and terminal time also has been greatly reduced. The eastbound train carries freight principally for interchange with other roads for points beyond Petersburg, and the westbound train hauls freight primarily from beyond Petersburg to Portsmouth and points west of the Ohio river.

## Hoppers, Gons, Special Cars Still Carry Heaviest Loads

Hopper cars carried the heaviest of 1954's loads. Their average load for that year was 61 tons, more than twice the box-car average of 30 tons.

Between box and hopper cars were special cars, with their 55-ton average, gondolas with 49 tons, and tank cars with 34 tons. These averages were computed by the ICC's Bureau of Transport Economics and Statistics from its waybill data and published in its "Transport Economics."

Hopper cars reflected the greatest variation by commodity groups, ranging from 61 tons for products of mines to 28 tons for products of forests. Heaviest loading of other cars was also with products of mines, where the box car average was 47 tons, and the range by remaining types was from 66 tons for special cars to 29 tons for refrigerator cars.

The 1954 showing was about the same as that of previous years, the bureau pointed out, calling attention also to the fact that it reflects "a continuation of the uptrend towards heavier loading of products of mines." This is attributed "largely to the acquisition of greater capacity cars for movement of these commodities."

## New Haven Extends Piggyback Service

The New Haven will offer interline piggyback service, beginning December 21, between the Boston-Providence, R.I., areas and Cleveland, Detroit, Chicago, St. Louis, Akron, Fort Wayne, Youngstown, and surrounding industrial communities.

Under this extension of its piggyback service, the NH will bring its own truck trailers to delivery platforms of industries within the Boston-Providence industrial area to load goods for the designated offline areas. Rates will be identical with those offered by truckers for movement entirely by highway, but the NH believes it can offer more dependable all-weather second-morning delivery to the Cleveland, Detroit and Youngstown areas, to the Chicago area when the freight is ready for pickup at noon, and a third-morning delivery to St. Louis.

Railroads over which the initial service will be offered are the Erie, the Lackawanna, the Lehigh Valley, the Lehigh & Hudson River, the New York, Ontario & Western, the Nickel Plate and the Wabash. The present arrangement is for full trailer loads only.

It was emphasized by the NH that this is the first step in a program which it is expected will be extended eventually to interline movement between additional points on the NH and other areas throughout the country. The new service will be a two-way arrangement, with each of the railroads in the various areas offering the same type of service for goods destined to New Haven territory.

## Earning Power Loss Means Nationalization—Plowman

"Destruction of common carrier earning power seems to have only one outcome—eventual nationalization of common carrier transport," E. Grosvenor Plowman, vice-president—traffic, U. S. Steel Corporation, said in New Orleans recently.

Speaking before a joint luncheon of the Traffic Club of New Orleans and the National Defense Transportation Association, Mr. Plowman pointed out the dangers of financial troubles brought on by diversion of traffic from railroads and other common carriers to contract carriers and proprietary private carriage.

"Debate between the types of carriers as to whether the proposed changes in the regulatory climate will result in dividing the available traffic fairly among the pervasively competing carriers is important, but it is

not the fundamental question," he said. "The real question seems to be whether the Presidential Advisory Committee report and its companion legislation will provide greater ability for all types of common carriers to hold their own against private and semi-private or contract carriage. This is the long run 'proof of the pudding' test." Mr. Plowman said "shippers in general support the Weeks Report and its recommendations on the broader ground that common carriers should be enabled to engage in more active competition with contract and private carriers."

### Pullman Conductors Get $35-a-Month Pay Hike

Pay increases of $35 a month were granted to 1,700 Pullman conductors in a wage settlement reached in Chicago November 17 between the Pullman Company and the Order of Railway Conductors & Brakemen.

The settlement provides for a $5-a-month retroactive payment from June 16, and a $30 retroactive payment from October 1. Should the ORC ever seek a company-financed health and welfare plan, up to $8.20 a month would be credited to Pullman toward such payments. Originally the conductors had requested a monthly pay boost of $90.

## Competitive Transport

### ACL, Seaboard, Southern Win Seatrain Case

The Interstate Commerce Commission has ruled that the Atlantic Coast Line, Seaboard Air Line and Southern may publish tariffs stipulating that they maintain no through routes in connection with the Savannah, Ga., service of Seatrain Lines.

The ruling came in a report by the commission's Division 3, which held, however, that new provisions would have to be substituted for those under investigation because the latter "are not clear but are ambiguous and misleading."

The investigation (I. & S. No. 5979 and related cases) originally involved other tariffs restricting routings at Seatrain's northern terminal in Edgewater, N.J. All such tariffs were canceled while the investigation was in progress, so the only remaining issue involved the schedules published by the three southern roads.

### Truckers' Ton-Mile Take Is 4 Times Rail Average

The average ton-mile revenue realized by common and contract truckers in 1954 was more than four times the railroad average. The truckers got an average of 5.982 cents, while railroads were collecting only 23.8% as much—1.421 cents.

This was reported by the ICC's Bureau of Transport Economics and Statistics in its "Transport Economics."

The truck figures, broken down between common and contract carriers, show that the former's 1954 average revenue per ton-mile was 6.056 cents. The contract trucker figure was 5.174 cents.

The spreads increased between 1953 and 1954, railroad figure coming down and truck figures going up. The 1953 averages were: Rails, 1.478 cents; common-carrier truckers, 5.732 cents; contract carriers, 4.895 cents; composite for truckers, 5.663 cents.

## Organizations

### RPI Proposes "Credit Pool" to Aid Car Buying

The Railway Progress Institute has urged that a national railroad "credit pool" be established to help rail carriers meet the demand for freight cars.

Adopted at an RPI meeting in Chicago November 18, the resolution calls for "possible development and use of collective railroad credit to bring about, at all times in the future, production of a minimum number of freight cars each month not less numerous than the average monthly scrapping rate."

Institute members urged that means be found, including an adequate supply of steel and other materials, to bring about production of new freight cars on a regular basis consistent with railroad needs.

Other resolutions adopted by RPI —whose members met prior to the organization's 47th annual dinner— urged Congress to amend the Interstate Commerce Act to meet the proposals of President Eisenhower's Cabinet Committee report.

**New Board**—A new seven-man executive committe was elected to head RPI in 1956. Its members are E. O. Boshell, chairman and president, Westinghouse Air Brake Company; R. A. Carr, president, Dearborn Chemical Company; N. C. Dezendorf, vice-president, General Motors' Electro-Motive Division; C. L. Heater, vice-president, American Steel Foundries; A. Price, assistant vice-president, United States Steel Corporation; L. N. Selig, chairman, General American Transportation Corporation, and R. A. Williams, president, Standard Railway Equipment Company.

Holcombe Parkes continues as RPI president, and T. A. Nooner, Jr., as secretary-treasurer.

Executive committee members also are members of RPI's 33-man governing board for next year. Other members of the board are:

A. D. Bruce, president, Vapor Heating Corporation; W. A. Callison, vice-president, Alco Products; John D. Cannon, president, Morton Manufacturing Company; John F. Corcoran, vice-president, Union Asbestos & Rubber Co.; S. M. Felton, president, American Car & Foundry Division, ACF Industries; L. M. Forncrook, vice-president, Edgewater Steel Company; N. W. Foy, vice-president, Republic Steel Corporation; George L. Green, vice-president, Pullman-Standard Car Manufacturing Company; H. C. Hallberg, president, Waugh Equipment Company; Edwin Hodge, Jr., president, Greenville Steel Car Company.

Also, J. S. Hutchins, vice-president, American Brake Shoe Company; A. L. Kuehn, president, American Creosoting Company; Samuel Littlejohn, vice-president, General Electric Company; J. G. Lyne, president, Simmons-Boardman Publishing Corporation and editor of *Railway Age*; J. A. MacLean, Jr., president, MacLean-Fogg Lock Nut Company; V. H.

**THE COWS LIKE THEM—Among the benefits of diesel-electric locomotives which have been stated in recent years, the Santa Maria Valley feels it is benefitted by another which improves relations with people along the line. Over and above reduction of disturbance to people through late night and early morning switching, the road's General Electric diesel-electrics do not seem to disturb the cattle. At one time, the SMV had trouble because its older type of motive power stampeded cattle.**

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Just *imagine* . . . your engineer drives in and says "Smooth 'em up!" And in an average of 60 minutes or less, freight car, passenger car or locomotive wheels are restored to proper contour!

It's a job well done with the revolutionary new Whiting Wheel Grinder . . . *without removing the wheels.* Valuable *time* is saved . . . considerable *money* is saved. You keep that most important wheel in America *on the move* with only "minutes" for maintenance in the shop.

The Whiting Wheel Grinder is cost-saving equipment well worth the consideration of every railroad executive. Be sure to look into the facts and figures. A Whiting representative is ready to give them to you!

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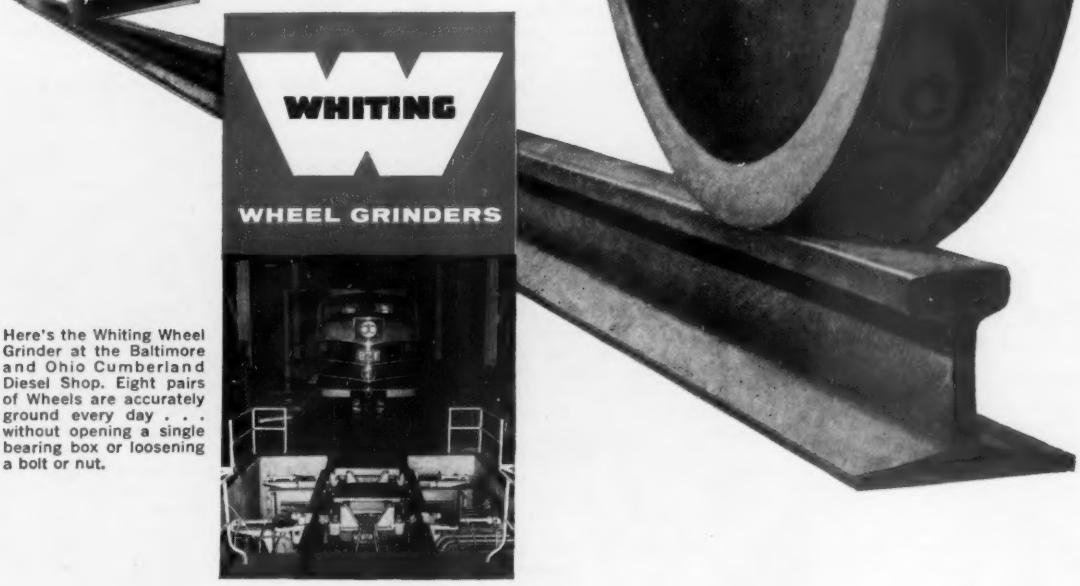
*Manufacturers of Cranes, Trackmobile, Drop Tables, Jacks, Train Washers and other Cost-Saving Equipment for All Industry*

Start things rolling by getting a copy of the new Whiting Wheel Grinder Bulletin. It shows you how a big job is done in little time at low cost. Write today for Bulletin MS-C-401.




Here's the Whiting Wheel Grinder at the Baltimore and Ohio Cumberland Diesel Shop. Eight pairs of Wheels are accurately ground every day . . . without opening a single bearing box or loosening a bolt or nut.

Peterson, vice-president, Fairbanks, Morse & Co.; Cleve H. Pomeroy, president, National Malleable & Steel Castings Co.; Max K. Ruppert, executive vice-president, Poor & Co.; S. C. Stafford, president, Adams & Westlake Co.; K. I. Thompson, manager, Railroad Department, Linde Air Products Company.

Also, S. J. Walker, president, Chicago Railway Equipment Company; D. R. Watson, president, Watson Publications; Herbert J. Watt, president, Canton Company of Baltimore; C. P. Whitehead, president, General Steel Castings Company; O. DeG. Vanderbilt, III, vice-president, Baldwin-Lima-Hamilton Corporation, and E. M. Van Winkle, president, Magnus Metal Corporation.

## Systems and Procedures Group Meets December 6-8

Following is the program of the fall meeting of the Railway Systems and Procedures Association, to be held at the Morrison Hotel, Chicago, December 6-8:

TUESDAY, DECEMBER 6
*10 a.m.*

President's welcome, by W. A. McClintic, tax commissioner, Chesapeake & Ohio.

The Program, by G. B. Dutton, Jr., research assistant, Detroit, Toledo & Ironton.

Opportunities for Profitable Operational Research, R. E. Johnson, vice-president—operations, Rock Island.

*1:30 p.m.*

A Program to Gain Traffic, K. N. Merritt, vice-president—traffic, Railway Express Agency, and E. L. Inwood, director, business planning, Railway Express Agency.

Industrial Engineering, a Management Tool:

Measuring Yard Performance, A. B. Pulliam, chief industrial engineer, New York Central, chairman; A. W. Laskoske, general manager, New York Central—Lines East; and J. J. Danhof, Jr., assistant superintendent, New York Central;

Its Place in Freight Station Operations, Mr. Pulliam and A. A. Burkhardt, general supervisor, stations and motor service, New York Central.

WEDNESDAY, DECEMBER 7
*9:30 a.m.*

Better Methods in Mechanical Departments:

A Work Simplification Program, E. E. Slack, assistant superintendent motive power and equipment, Chesapeake & Ohio;

Organizing to Increase Production, J. L. Parker, manager, methods and cost control, mechanical department, Pennsylvania.

*1:30 p.m.*

Electronics in Car Accounting, H. M. Tirmenstein, auditor car accounts, New York Central, chairman; L. W. Pingel, Jr., special representative—transportation, International Business Machines Corporation; W. L. McFarland, assistant auditor car accounts, New York Central; and R. J. Henderlong, chief machine analyst, New York Central.

THURSDAY, DECEMBER 8
*9:30 a.m.*

Operations Research in Supply Department Operations, L. E. Hoyt, assistant to general manager, Southern Pacific; George Feeney, senior operations analyst, Stanford Research Institute; G. C. Freeborn, assistant to general purchasing agent, Southern Pacific; and G. E. Hinton, assistant general storekeeper, Southern Pacific.

The Search for Better Methods, N. A. Sorensen, supervisor methods and standardization, Southern Pacific.

## Pelikan, Dasburg Address New York RR Club Meeting

Automation of railroad operations, both road and yard, is feasible and can be expected in the future, the New York Railroad Club was told at its November 17 meeting.

J. M. Pelikan, vice-president of the Union Switch & Signal Division of Westinghouse Air Brake Company, and A. V. Dasburg, research engineer for the General Railway Signal Company, who addressed the meeting, discussed new developments in signaling and communications and emphasized the growing trend toward automation.

Mr. Pelikan, speaking on "Traffic Control Systems," said that an automatic railroad system has been made possible. Large financial savings can result when CTC applications eliminate or reduce the number of multiple tracks, he pointed out, but such control must be based on accurate traffic studies. Route control systems increase the length and complexity of line that can be handled by a single operator. Trains can now be identified automatically for the central operator by using an inductive arrangement, and train communication systems are a further aid, he continued. These and other developments, Mr. Pelikan concluded, point to further elimination of many of the human links in present day traffic control.

Hump yards were first mechanized and this has been followed by automation, Mr. Dasburg said. Installation of switches and retarders was followed by automatic route switching and automatic retarder control. Once a route is established, the basic element is the speed of cars, he went on, adding that control must assure sufficient spacing with speeds that will assure safe coupling while taking into account variation in cars and conditions. Mr. Dasburg concluded that automatic systems "must be started, stopped and employed intelligently by human beings. . . . Automation is no better than the men who must understand its functions and ultimately control its use."

An all-day Institute of Transportation, under the auspices of the **Transportation Association of America,** will be held at the Ambassador Hotel, Los Angeles, December 6, on the theme "Pulling Together for a Stronger Tranpsortation System." Railroads will be represented by F. B. Whitman, president, Western Pacific, and Stanfield B. Johnson, general solicitor, Southern Pacific. Luncheon speaker will be Dr. George P. Baker, president of TAA and professor of transportation, Harvard University.

The annual dinner of the **New York Railroad Club** will be held in the Hotel Commodore, New York, at 7 p.m. December 8. New officers inducted at the November meeting of the club are: President, Curtis F. Bayer, manager purchases and stores, Lackawanna; first vice-president, P. K. Partee, general manager, New York Terminal Region, Baltimore & Ohio; second vice-president, W. H. Ruskaup, Jr., assistant general purchasing agent, New York Central; third vice-president, T. M. Goodfellow, vice-president and general manager, Long Island; treasurer, P. M. Kelly, comptroller, Jersey Cental Lines; executive secretary, John Burry, president, Burry Corporation.

The January 1956 examinations of the **American Society of Traffic and Transportation** will be held January 26-27. Examination centers have been arranged for New York, Chicago, Philadelphia, Pittsburgh, Washington, Atlanta, San Francisco, Los Angeles, St. Louis, New Orleans, Minneapolis, Denver, Dallas, Cleveland, Detroit, and Boston. Other centers will be arranged, as required, to suit the convenience of applicants. Applications to take the examination should be filed no later than December 15 with the Registrar, E. H. Breisacher, P.O. Box 2126, Middle City Station, Philadelphia 3.

# Financial

**Alleghany Corporation.**—*Carrier Status.*—A three-judge Federal Court in New York last week set aside ICC orders which held this corporation to be a carrier subject to ICC jurisdiction and which authorized issuance by Alleghany of new 6% $10 par convertible preferred stock (*Railway Age,* June 13, pages 69 and 71, and March 14, page 16). The court said enforcement of its judgment would be stopped for 30 days to permit an appeal to the U. S. Supreme Court, although an Alleghany spokesman said no immediate course of action had been planned.

**Baltimore & Ohio.**—*Debt Reduction.*—This road's recently concluded $280,000,000 debt refinancing program has effected debt reductions totaling $17,890,000 and reductions in annual interest charges of $2,708,000, Howard E. Simpson, president, told stockholders at the November 21 annual meeting in Baltimore. Mr. Simpson said the refinancing program has placed the company "on a sounder basis now than at any time in the past 25 years." Stock representation at the meeting was the largest since the turn of the century.

**Boston & Maine.**—*McGinnis' Directorship Application.*—Hearings will be resumed November 29 at Boston, Mass., in the ICC case involving the application of Patrick B. McGinnis for authority to serve as president and director of this road while continuing in the presidency of the New Haven. The hearings will be before Examiner Homer H. Kirby. Proceedings in the case had been suspended since announcement of a proposed agreement among the B&M, NH, Delaware & Hudson and Mr. McGinnis. The agreement contemplates withdrawal of the D&H's opposition to the McGinnis directorship application. Examiner Kirby has made a proposed report advising the commission that it lacks authority to pass on the agreement. At the same time, however, he also advised that, if the commission disagrees and takes jurisdiction, it should disapprove the agreement. The pro-

*(Continued on page 40)*

# CEL-O-PAK

## THE MOST PRACTICAL And *Economical* SUBSTITUTE For Waste-Packed Lubrication

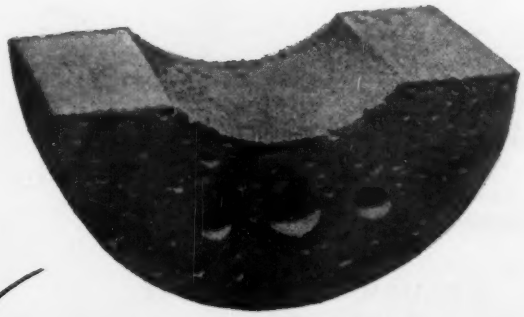
**35 ROADS** are now testing Cel-O-Pak Pads — the long-sought answer to the pressing problem of successful low-cost journal box lubrication.

**LOWER IN FIRST COST . . .** *Lower in first cost* than any other proposed substitute for waste packing, the case for Cel-O-Pak is convincing. The higher absorbency and freer pumping qualities of the cellulose sponge have been proved in exhaustive laboratory tests as well as out on the road. With Cel-O-Pak, you're sure to be able to extend repacking periods well beyond the present 18-month limit.

**NO MORE "WASTE GRABS" . . .** "Waste grabs" become a thing of the past—the Cel-O-Pak stays intact through all degrees of temperature and the stresses of impact switching. You apply this *preformed* pad in just two minutes and inspection routines are simplicity itself.

**BEST LUBRICATION FOR BEARINGS . . .** With Cel-O-Pak, you have greater oil reservoir capacity in terms of saturation ratios—more oil to lubricate the bearings. It means far longer bearing life.

You owe it to your own operations to get the whole story. *Write, wire or phone for complete information.*



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# the hand that writes the specifications

## has a few words for the man who consigns the lading

Real cooperation! It's just that when a mechanical man writes "Barber Stabilized Trucks" into his new freight car specifications. The shipper gains a cushioned ride for his lading. The railroad prolongs the life of its cars, protects costly road beds, builds satisfied customers and cuts damage claims. Everybody *saves!*

Simplest, smoothest principle you ever saw. The Barber Stabilized Truck has the fewest possible parts, and they are sturdy. When many years of good performance and normal, necessary friction wear makes it advisable to change the friction shoes, Stabilizer parts can be removed for replacement very quickly. No bars nor prying needed; no costly labor items. Standard Car Truck Co., 332 S. Michigan Avenue, Chicago 4, Illinois. *In Canada:* Consolidated Equipment Company, Ltd., Dominion Square Building, Montreal 2.

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**OVER 100 MAJOR RAILROADS**
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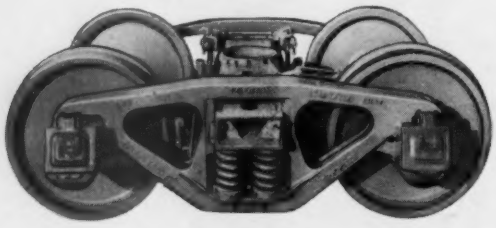
## STABILIZED TRUCKS



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# the NEW CARDWELL
## RUBBER DRAFT GEAR

**Type R-20 Certified A.A.R.**

Cardwell Westinghouse introduces the R-20 *Rubber* Draft Gear for freight service . . . now CERTIFIED A.A.R.! It exceeded by gratifying margins all A.A.R. requirements for capacity, endurance and sturdiness.

Now Cardwell Westinghouse offers highly efficient, impact-absorbing draft gears of both types... *friction* and *rubber!* The R-20 supplements the line as Cardwell Westinghouse continues to supply its customers' demands for sturdy equipment.

Completely interchangeable! The R-20 fits the standard 24⅝" pocket, in combination with two 2¼" followers per gear. Send today for special R-20 catalog.

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Cardwell V-18 Friction Draft Gear

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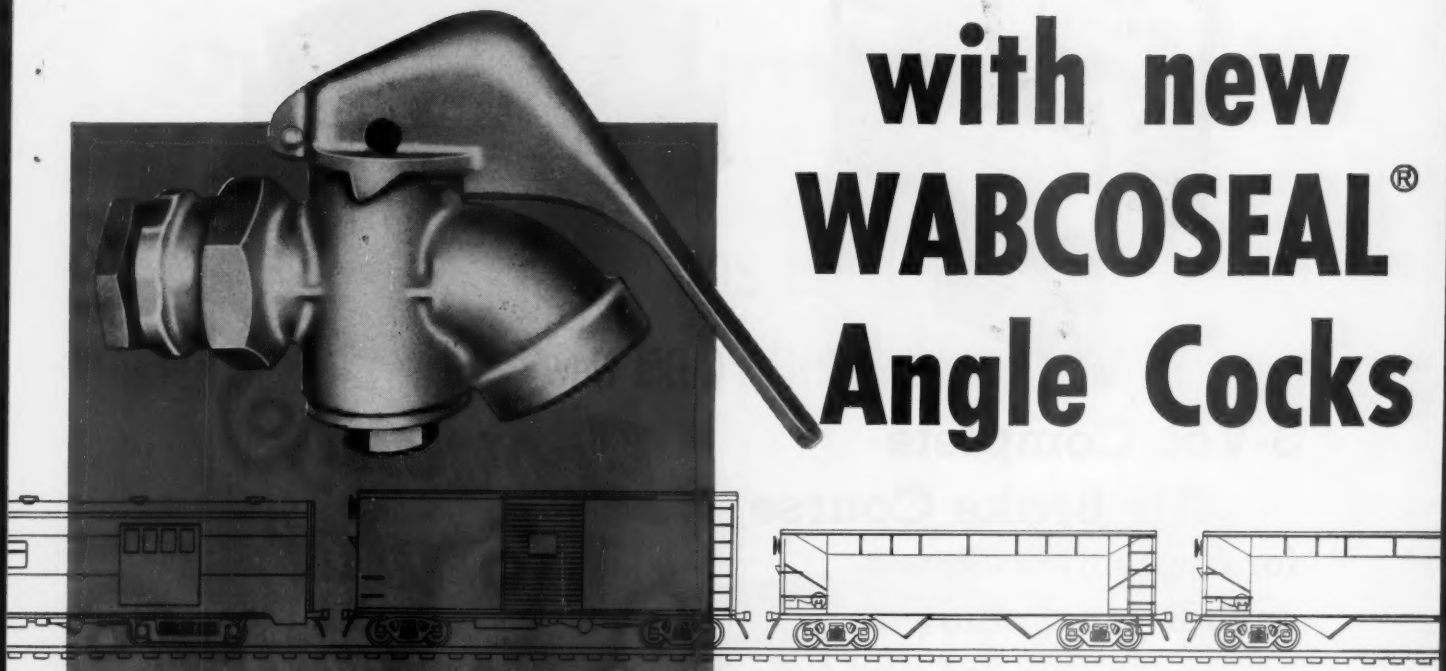
Specify
# CARDWELL WESTINGHOUSE

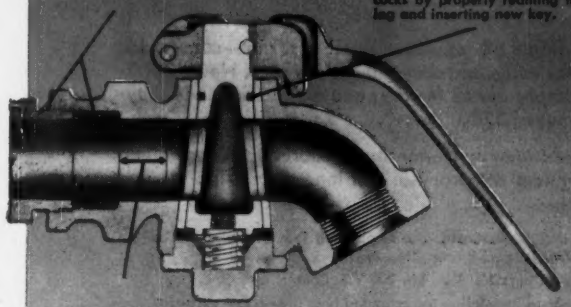
# Stop those air leaks with new WABCOSEAL® Angle Cocks



**FOR FREIGHT CARS:**

Wabco compression ring grips pipe when nut is tightened to provide tight seal and strong clamping action.

"O" ring seals the key effectively through a wide degree of key wear. This seal can be used on old angle cocks by properly reaming the bushing and inserting new key.



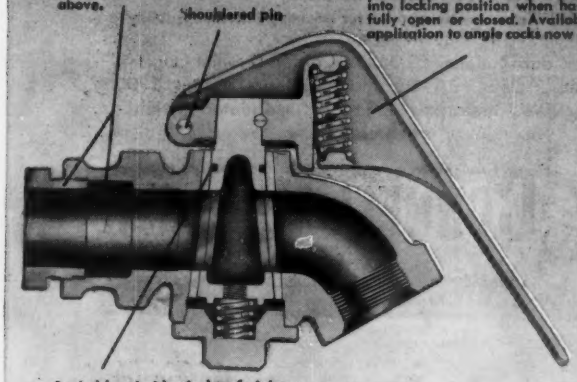
Brake pipe nipple length can fall anywhere within this range and still be perfectly sealed. Threaded nipple is not necessary but can be used if more convenient.

**FOR PASSENGER CARS AND LOCOMOTIVES:**

New Wabcoseal fitting is same as for freight car angle cock shown above.

Shouldered pin

Strong spring is compressed when handle is raised. Socket is snapped into locking position when handle is fully open or closed. Available for application to angle cocks now in use.



Sealed key is identical to freight car angle cock key shown above.

DON'T tolerate a high air leakage rate on your trains. Use the new Wabcoseal Angle Cocks for tighter seals.

The sealed key is new, with an "O" ring seal that stays tight through a wide range of key wear.

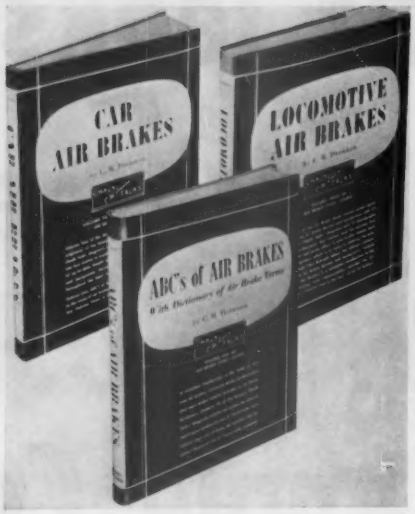
The brake pipe connection is new. A rugged Wabco compression ring replaces the old tapped thread. Tolerance for length of pipe nipple is now provided.

The spring-locking handle is new for passenger cars and locomotives. When the handle is removed to fully open or closed position a strong spring snaps the socket into locked position and keeps it there. A shouldered pin provides proper freedom of handle movement.

The sealed key and spring-locking handle are available for application to present angle cocks. See your Westinghouse Air Brake representative for more information.

Westinghouse Air Brake
COMPANY

AIR BRAKE DIVISION WILMERDING, PA.

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## for apprentice classes or individual study

Written by C. M. Drennan, famed air brake teacher formerly with Westinghouse, these books utilize Mr. Drennan's tested and effective "Chalk Talks" method consisting of clear, simplified "blackboard" drawings that make the function of every part easily understood. Many photographs of equipment are also included.

Vol. 1 (ABC's of Air Brakes) covers friction and braking ratio and freight and passenger train brake control; function and operation of pistons, valves, electric controls and other components. Dictionary of words and terms used in air brake work.

Vol. 2 (Car Air Brakes) covers all car air brake valves and other devices; freight car brakes — AB, ABLC and AC. Passenger car brakes — D-22-P; electro-pneumatic; speed-governor control; Decelostat equipment; universal control.

Vol. 3 (Locomotive Air Brakes) is a thorough exposition of all locomotive brake equipments. Covers air compressors, relay valves and miscellaneous devices. ET equipments and modifications and 24-RL equipment; equipments with electric controls; braking force control.

Interspersed throughout all three volumes are quizzes for review and testing of the student's progress.

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**Start with *single* vibrator low initial cost unit—convert to *dual* vibrator automatic changeover, *any time*. New "3600 Series" incorporates all features and rugged dependability of now famous "3200 Series".**

**Here's an economy converter that's tailored to conservative budgets without compromise with long service-life quality — featuring:**

- **Low-Cost initial investment—nearly one-half that of earlier series. At least 50% longer vibrator life expectancy.**
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- **Choice of "Rack" or "Bulkhead" mounting.**
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- **The "3600" unit may be supplied for mounting interchangeability in existing "3200" rack installations.**

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# Annual Review and Outlook Number

***January 9, 1956 will report —***

## 1955 railway operations and forecasts for the year ahead...

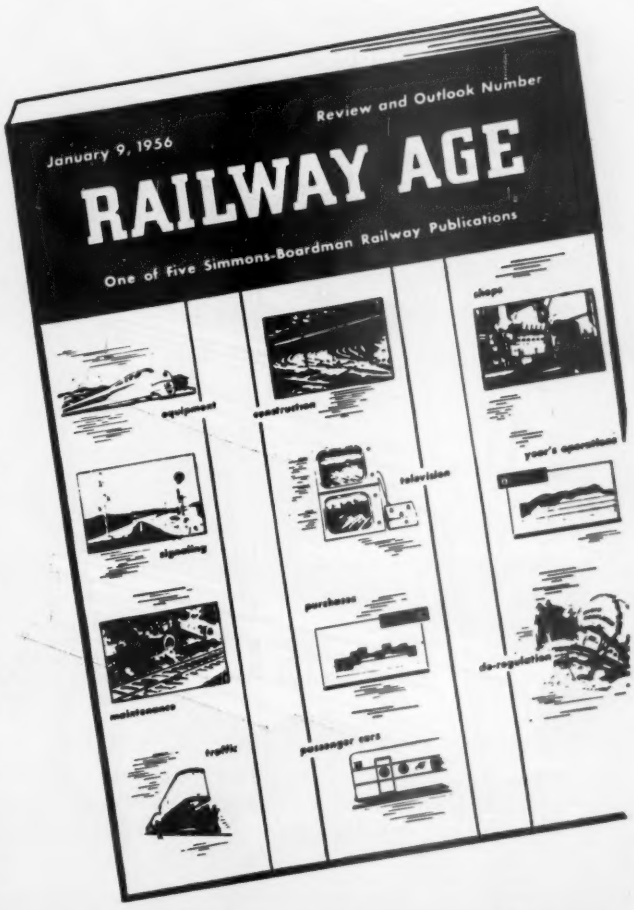
Published just nine days after the close of the year, the 1956 Annual Review and Outlook Number of *Railway Age* will give railway officers their first authoritative detailed report of 1955 railway operations and a forecast of the outlook for 1956.

It's a report which railway men eagerly await and help to compile. In fact, the outlook data and year-end statistics in this issue are sought and used throughout the railway business and financial world as a standard authority. Because much of the information is available from no other source this issue is used as a reference for many months after publication.

It's an annual recap of the railway picture . . . traffic, capital expenditures, purchases, earnings, equipment orders, employment and wages, legislation, ICC activities, piggyback, shops, maintenance and construction, signaling and communications.

A feature that is widely recognized and awaited each year is the review of railway operations by J. Elmer Monroe, vice president and director, Bureau of Railway Economics, A.A.R.

No other publication in the railway industry gets the continued readership and reference that key railway men give the Annual Review and Outlook Number . . . it enjoys top priority reading throughout the railway world.

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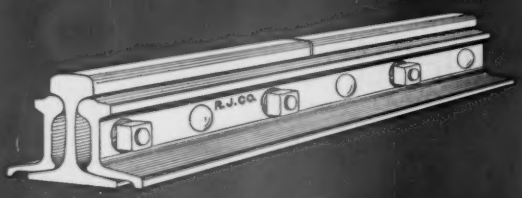
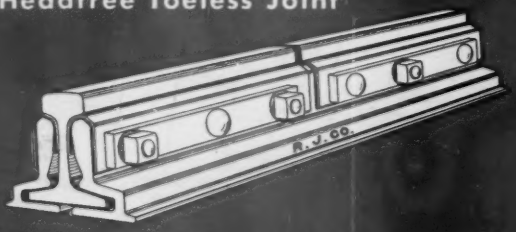
# RAJO...

*Designed for those who demand the best*

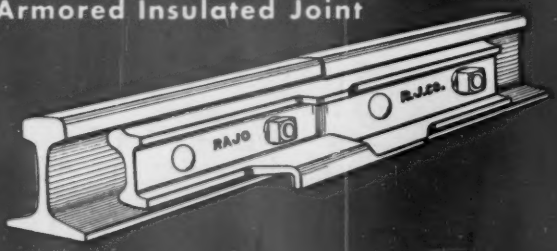



Headfree Flanged Joint

Headfree Toeless Joint




Armored Insulated Joint




Rajo and Compromise Joint

FOR OVER SIXTY YEARS the Rail Joint Company has specialized exclusively in the design and manufacture of rail joints. The most notable improvements include the better distribution of metal, longitudinal reinforcing rib, vertical ribbing of the joint bar, introduction of the head free feature and the more recent refinements such as head easement and curved base bearing, all of which have materially contributed to a better rail joint.

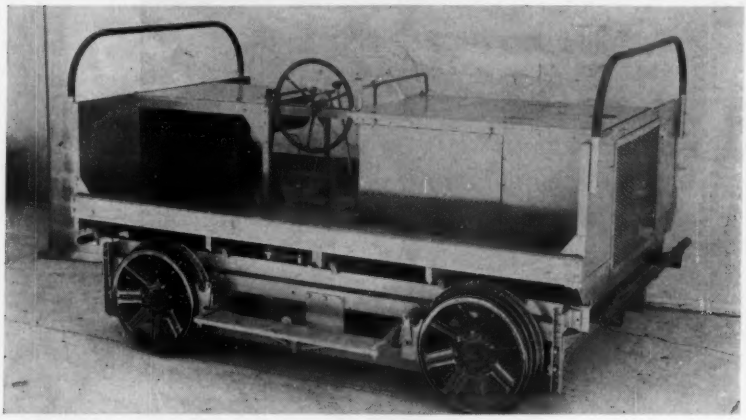
The Insulated Joint offers the all-important feature of providing an integral support under the rail bases, thus securing maximum bearing surface for the insulation and insuring its relatively long life if the joint is correctly applied and maintained.

Rajo Compromise Joints connecting rails of different sections or those of the same section having varying amounts of vertical and/or lateral wear are of an improved and modified angle bar design, with the metal so distributed as to offer maximum strength at the joint center where the greatest stresses occur.

**THE RAIL JOINT COMPANY Inc.**

**50 CHURCH ST. NEW YORK 7, N. Y.**

# What's New in Products



**MODEL A6 Series F car has a capacity of 10 men.**

### *Heavy-Duty Gang Cars*

The manufacturer of a 10-man and a 14-man heavy-duty gang car has anounced improvements to this equipment. Both cars will now be equipped with overhead-valve engines. The 10-man car, designated as Model A6 Series F, will be powered with a Ford 6-cylinder, 115-hp engine as standard, but can be supplied with a V-8 engine if desired. The 14-man car, designated as Model A8 Series B, has a Ford V-8, 130-hp engine. Both models are equipped with full-width tool-tray end panels as high as the seats, a hand wheel and cable for controlling the brake and seats of ¾-in. exterior plywood. *Fairmont Railway Motors, Inc., Fairmont, Minn.* •

### *Motor Alternator Power Supply*

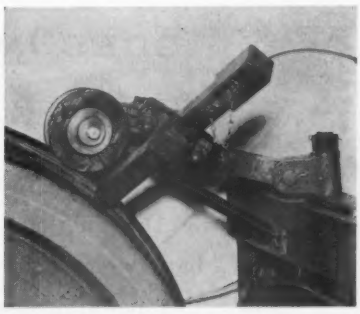
Train radio power can be supplied by two types of motor alternator power supply sets designed for application to locomotives, cabooses and other rolling stock. The sets have a power output suitable for one radio receiver and one 10 to 30 watt transmitter. One model is of open construction suitable for interior mounting only. The other is totally enclosed and can be used inside or outside any type of rolling stock.

Both sets meet AAR electrical requirements. The open model is rated at 117 volts a-c, 60 cycles, 3,600 rpm and 300 watts continuous at 0.9 power factor. The totally enclosed model has a rating of 175 watts continuous at 0.9 power factor, but has an intermittent rating of 300 watts. The power supply units can have input d-c voltages of 32, 64, or 115 volts. A static Tyrite resistor control system is designed to give good regulation for a varying input voltage. For example, on locomotives the output can be regulated for 117 volts a-c when input varies from 60.5 to 80 volts d-c.

No external fuse protection is required since the sets have built-in automatic reset overload protection. The totally enclosed model has both input and output circuits filtered for radio frequency to prevent commutation noises from entering the radiotelephone equipment. These filters are housed in a cast aluminum box attached to the main control box which is also an aluminum casting with watertight seals. Designed with two-unit, two-bearing construction, the sets have rubber mounted brush holders and bearings. Total weight including the resilient-mounted base and control box is 97 lb. *General Electric Company, Schenectady 5, N.Y.* •

### *Complete Service for Carrier*

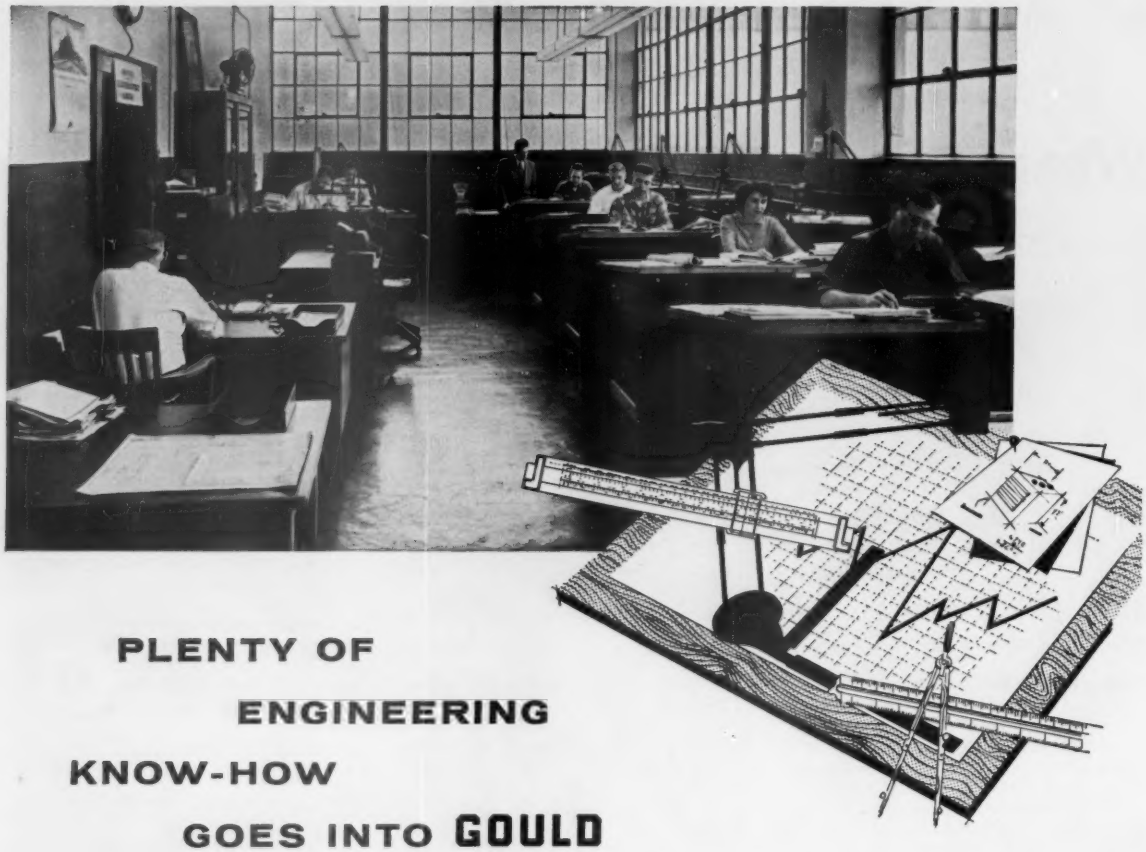
Lenkurt Electric Company, San Carlos, Cal., has announced a new service to railroads that will provide carrier or radio equipment on a "completed project" basis—installed and ready for use. This service is designed to aid in the provision of carrier or radio facilities when a customer does not wish to undertake all the engineering or installation work involved. Companies with trained technical people can use this service to expedite projects or handle larger volumes of work without an increase in engineering and installation personnel. It also will be utilized by companies which lack trained personnel to handle the engineering and installation of carrier or microwave systems. Lenkurt already has started installation of two multichannel microwave systems on a "completed project" basis, and engineering is now under way on several other projects scheduled for installation later this year. *Automatic Electric Sales Corporation, 1033 W. Van Buren st., Chicago 7* •



### *Flange Lubricating Compound and Applicator*

Increase in service life of diesel locomotive wheels is claimed for the Transall 3-B compound for lubricating flanges. A compound applicator, Model RD-2, is made to apply the stick compound to flanges. This applicator is spring loaded and is guided by a wheel running on the flange. This wheel rolls on a prelubricated sealed ball bearing. The applicator is mounted on the truck frame with a universal bracket. The cap of the applicator is removed for refilling.

The 3-B compound is made of a variety of greaseless, non-friction materials heated together and cast into sticks. It is said to remain only where applied and does not creep onto the wheel tread. *Transall, Inc., Railway Division, P. O. Box 1588, Birmingham 4, Ala.* •



# PLENTY OF ENGINEERING KNOW-HOW GOES INTO GOULD RESEARCH BUILT BATTERIES!

On the drawing boards in the Gould engineering department, theory is made practical. Drawings and specification charts indicate the right plate size, battery case size, the eventual battery capacity, how grids should be cast, how active material should be mixed and how the battery should be constructed—to make sure you get the right battery for the right job! One more reason why you get better batteries first from Gould!

America's Finest! GOULD KATHANODE BATTERIES for Diesel Starting

"BETTER BATTERIES THROUGH RESEARCH"

*Always Use Gould-National Automobile and Truck Batteries*

GOULD Batteries

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# Rigid Working Rules Versus "Job Security"

The movement toward some form of guaranteed steady employment for wage-earners in several of the larger and more prosperous of the nation's industries is a proper cause for concern to other industries, such as the railroads, which do not have the easy resources with which to display similar generosity. Robert C. Hendon, vice-president—operations, Railway Express Agency, spoke recently on this subject to the American Management Association. One by one, he said, "the differences between the man behind the machine and the man at the desk are being eliminated." He pointed out that in the early part of 1946, for example, paid holidays for hourly employees were practically unknown to mass industries. Pensions and company-financed insurance plans were rare. "Within a decade, all this has changed."

Mr. Hendon went on to point out, however, that the unions which are getting these "guaranteed employment" contracts are also, on their side, making important concessions. For example, he said that, in recent contracts of the automotive manufacturers with their union: "a mass production industry assumed the responsibility for limited jobless pay; in return, it secured what seemingly is great flexibility of operation and greater freedom of management." The management clause in the Ford contract, he said, is "a production man's dream"; the Ford agreement "gives the freedom to produce and the unqualified right to manage."

Mr. Hendon went on to suggest that management take steps *now* to provide the means whereby it can absorb the requirements of such degree of job stabilization as it may eventually find feasible or necessary. If business is going to provide greatly increased job regularization, he counseled, then management should take care to assure for itself "basic operational rights." Mr. Hendon summarized some of these "basic rights" as:

(1) the right to shift employees from one area or department to another, at least on a temporary basis, without rigid seniority rules;

(2) the right to move employees from one location to another;

(3) the right to use production or operating employees on deferred maintenance jobs;

(4) the right to shorten the work-week without incurring lay-off penalties;

(5) the right to stagger work-weeks over six-day and seven-day operations without penalty pay;

(6) the right to spread vacations so they coincide with slack periods; and

(7) the right to consolidate work and departments and to transfer work from one department to another when efficiency dictates.

How do the railroads fare as regards Mr. Hendon's "basic rights" of management? Not very well. For the most part, the railroads must operate under working agreements which are among the most inflexible in all industry—chiefly because the railroads are older than most industries; because their employees were organized earlier than most; and because there is a greater degree of craft unionism on the railroads than in most other industry. The railroads are a long way from enjoying the "basic rights" of management, necessary for employment stabilization.

But it isn't just the unions which need to revise their attitude; in Mr. Hendon's opinion management also needs to do some soul-searching. For one thing, industry should analyze in detail the composition of its work force; know its turnover rate and study the reasons; review its layoff record and the cost of layoffs. Another thing: a more permanent work force must be a better work force.

The burden of achieving this improvement falls largely upon supervisors. "To secure needed resiliency, a company will require supervisors who are able coordinators . . . This means they must know how to teach, how to advise, how to lead. The foreman must give very careful attention to the employment and selection of new people. No longer can he rely only on the personnel department to eliminate those who might not measure up."

Mr. Hendon's speech is a timely warning. Constant improvement in conditions of employment are costly. The only way to finance such improvements, without competitively ruinous increases in the selling price of a company's products, is by improved efficiency in the performance of the working force. Working rules which stand in the way of optimum performance are an insurmountable road-block to continued concessions—a situation which union leadership, as well as management must frankly recognize as a prelude to serious discussion in this area.

GANG DOES ALMOST EVERYTHING . . .

**When first organized it was given instruction, as needed, by experts on the various types of work it was asked to perform. Here two men are receiving pointers on how to assemble plumbing.**

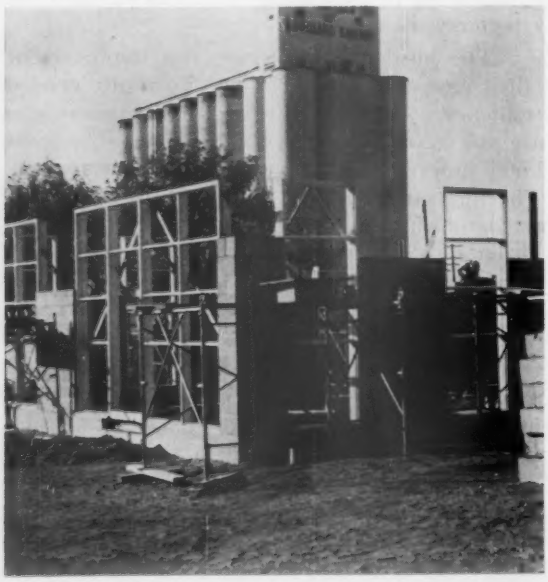
**Fine points of the work are important too, and each man is taught to be a "jack of all trades." Here a workman is applying caulking along the bottom of a window frame.**

FOR CONSTRUCTION JOBS . . .

# Railroad Men for Railroad Work

**Projects formerly done under contract on the Rock Island are now being carried out by a composite gang in which each man is a "jack of all trades"**

An experiment under way on the Rock Island offers promise of signaling a new era in management-labor cooperation. As the result of many months of study by the Brotherhood of Maintenance of Way Employees and the management of the road, a new type of railroad construction gang has been organized. It is a composite bridge and building-water service gang.



**CONSTRUCTION of a new combination freight and passenger station at Goodland, Kan., was one of the first projects assigned to the gang. Shown here is the station in its early stages.**

In the past, whenever large and extensive construction, remodeling, or maintenance work was undertaken —work that required specialized construction personnel—the Rock Island felt it necessary to call upon private contractors to do the work. The brotherhood contended that in some cases Rock Island employees ought to be used on these projects instead of outside contractors. W. B. Throckmorton, chief engineer, agreed with the organization's representatives that the Rock Island should be able to develop most of its own specialists, and that the company would be willing to try out the new plan with that end in view.

### *Working Together*

In the effort to find a solution to the problem, satisfactory to all, it became apparent that the parties must work together in order to:

1. Develop construction specialists among railroad employees;
2. Equip them to do better work; and
3. Thus enable the carrier to do its own work for less cost.

During the prolonged negotiations G. E. Mallory, director of personnel of the Rock Island, acted as moderator in helping to achieve the "meeting of minds."

**IT'S WELL EQUIPPED, TOO . . .**

**Equipment selected for the use of the gang included this truck-mounted crane shown handling building materials with a clamshell bucket.**

**For transportation of tools and materials to the job site, this 1½-ton stake-body truck is used. A power winch mounted on the truck is used for handling the heavier objects. Nearly $27,000 was spent for equipment to enable the gang to economically perform various jobs.**

The gang was set up on a system basis. It will engage in such tasks as bricklaying, concrete work and finishing, setting reinforcing steel, lathing and plastering, masonry work, carpentry work (both rough and finish), glazing, roofing, flooring, cabinet work and painting. In addition, the gang will perform all plumbing, heating, ventilating, steam fitting, piping and other similar work required in carrying out projects assigned to it.

The roving gang will also be called upon to do masonry or concrete work in connection with bridge construction or repair jobs, such as the construction or rehabilitation of piers, abutments and wing walls. It will not, however, attempt any electrical work, except roughing-in conduit, nor will it engage in timber or steel bridge direction or maintenance. In the interest of economy and speed the gang may on occasion be augmented by local forces.

### *How Men Were Selected*

The construction of a new track scale at the Rock Island's Armourdale yard at Kansas City was the first task given the newly organized gang. Ground was broken August 15 and the gang was ready to move to a new location on September 9, having required only 19 working days to construct the scale. Final adjustment of the scale and the moving of the old scale house to the new location were accomplished by local forces. Officers of the railroad and the brotherhood have expressed the opinion that the performance of the gang on this project augurs well for its future success.

The gang is presently engaged in constructing a new combination freight and passenger station with open dock and ramp at Goodland, Kan.

Although the program of the gang for the coming year calls for it to be engaged largely on bridge work (encasing an abutment near Nara Visa, N. M., and installing a 120-in. Multi-Plate pipe near Ryan, Okla.) it is hoped that there will be time for it to replace a number of freight and passenger stations.

The present organization table for the gang calls for a foreman, an assistant foreman, and nine composite mechanics. As a preliminary step in organizing the crew, H. B. Christianson, assistant chief engineer of the Rock Island, contacted personally nearly all gangs in the B&B-WS department on the system. He explained to them the nature and purpose of the gang and also the desired qualifications for its members.

"Although seniority was an important consideration in the selection of the men," said Mr. Christianson, "there were many other factors that had to be considered. There was first the fact that this gang would be called upon to handle many different jobs. We had to get men with a wide variety of trade experience. Not that it was necessary for them all to know every trade. We thought that a man who knew one specific trade could show the others how it's done."

Bids were accepted from bridge and building and water service employees and placed in order of seniority. The men were then screened as to their skill and proficiency in a variety of crafts. Complete information concerning the individuals was obtained from local supervisors who had been closely associated with them. Ability to get along with one another was a prime requisite. The foreman, Jess Gulledge, was selected on the basis of his experience, leadership, and ability to organize, for with the foreman rests the ultimate success of the gang as a whole. He is indirectly responsible to the chief engineer, but reports directly to the division engineer and the district supervisor of bridges on whose territory he is located. The chief engineer's personal representative in the field is P. J. Calza.

### *Much Equipment Provided*

If the experiment proves successful, and present indications are that it will, a second gang will probably be established so that each of the road's two operating districts will have a composite gang.

Considerable thought was given to the tools and

equipment that would be needed to enable the gang to perform economically the various types of work to which it will be assigned. Nearly $27,000 was spent for this purpose. Some of the principal units of equipment are tabulated.

Being members of a system gang, the men are required to spend much of their time away from home. For this reason the road has placed at their disposal a converted tourist sleeper for use as a bunk car. It is fully equipped for their comfort and convenience.

The living quarters are furnished with steel lockers and steel-frame double-deck bunks bolted to the floor. There are four lavatories and two showers. The car is heated with two 50,000-Btu oil stoves, and is ventilated with three 20-in. exhaust fans. The foreman's quarters have steel lockers, a steel-frame double-deck bunk, and a desk. The kitchen is provided with a stove, a refrigerator, and a 40-gal automatic hot water heater, all modern and operating on propane gas. A complete complement of new cooking and eating utensils helps to provide an incentive for cooking better meals. The men take turns with the cooking duties and "K.P."

The outfit also includes two reconditioned box cars for materials and tools. Eventually, a flat car will be assigned the gang.

### MAJOR ITEMS OF EQUIPMENT ASSIGNED TO COMPOSITE B&B—WATER SERVICE GANG

1½-ton stake body truck with power winch
6-ton capacity truck crane equipped with dragline, clamshell and a ½-cu yd concrete bucket
3,000-watt, 60-cycle, 120-volt a-c portable generator for lights and electrical tools
Chain saw with guide to assure even cuts
10-in. circular saw
7¼-in. circular saw
⅝-in. chuck drill
½-in. chuck drill
⅞-in. impact wrench—500 ft-lb torque
Concrete vibrator
Power trowel with 2-hp Briggs Stratton engine
3-in. belt sander
Router and surface planer
Electric hammer drill
2-in. centrifugal pump
2-bag concrete mixer with batching scales
10-in. bench saw
6-in. jointer
Bench grinder
Power pipe vise
Roofers' "hot mix" kettle
Air compressor with accessories
Portable scaffolding

### *Instructed by Experts*

To the end that the men will be equipped to the best advantage to carry out the jobs assigned to them, the Rock Island management arranged for special classes in reinforced concrete construction, the installation of metal drainage structures, and the use of prefabricated concrete forms. Three days of such classes were held in Des Moines and El Reno. They were conducted by the Portland Cement Association, Armco Drainage & Metal Products, Inc., and the Universal Form Clamp Company. In addition, local specialists have been engaged to provide instruction, as needed, until the men are capable of handling all phases of the work themselves. Also, factory representatives have already instructed each member of the gang in the operation, care and maintenance of the tools employed.

For those men who may wish to use their spare time for further self improvement a library of "how to" books has been provided in the bunk car. These include such titles as Carpenter and Builders' Guide, Plumbing Skills and Practices, Masons' and Builders' guides, and Concrete Block Construction.

# Goal: 100 Miles a Day

**Doubling of the daily mileage of the freight car—from present 50 miles to 100 miles—should be management's objective, says Lewis K. Sillcox; stresses impact of terminal delays on utilization**

There is perhaps no more uneconomical appliance than the railway freight car as today utilized—a condition for which the railways and shipper have a joint responsibility. "It has been estimated that 5% of a freight car's life is spent running loaded, 3% running empty, and 92% in standing on sidings or in shops, or engaged in terminal movements." So does L. K. Sillcox, honorary vice-chairman of the board, New York Air Brake Company, and president of the American Society of Mechanical Engineers, express the problem of freight car utilization, in a paper titled "Cars Are Challenged," presented recently at Yale University.

Declaring that "the success of railway operations is very largely dependent upon the efficient use made of freight car equipment," this long-time observer of railroad techniques spells out specifically the steps that have to be taken by railroads and shippers to bring about what he thinks is a practicable goal of moving each car 100 miles a day.

Set forth in the accompanying table are present-day

factors in the "life" of a freight car, in terms of "days per trip"—on the basis of the present average of 43.8 miles a day. Shown adjacent are the necessary improvements in each one of these factors and the resulting time factor to achieve 100 miles a day. Most of the assumptions in this table are based upon the findings of the late L. F. Lorree in his classic work, "Railroad Freight Transportation," most recently published in 1931. Some statistics, however, are based upon present-day records.

Mr. Sillcox emphasizes in particular the delays and expense caused by terminals. He questions whether "we do not have too many; if we visualize the railway plant we would build if we were starting all over again . . . would we find as many terminals as now dot our network of tracks?" He points out that a movement of a car through many large terminals may absorb the revenue from 150 miles of main line movement. He asks: "Why not by-pass such terminals in every possible instance, even though length of haul of the delivering line is reduced and thus its division of rates?"

Mr. Sillcox also quotes from a recent address by William H. Schmidt, Jr., executive editor of *Railway Age:* "Dieselization, too, has both its virtues and its defects. Its virtue has been to increase greatly over-the-road speed between terminals and, simultaneously, to increase the train load. On the other hand, the great power of the diesel has introduced a universal temptation to hold tonnage to achieve this high train load. With the general decrease in railway freight traffic, this has reduced the frequency of service on much main-line trackage to the point where it is not good enough to compete with trucks, and has unduly increased the time that cars spend in yards."

## HOW TO GET 100 MILES A DAY FROM FREIGHT CARS

*To increase daily car utilization from the actual 43.8 miles performed in 1954 to a practicable goal of 100 miles a day, L. K. Sillcox sets down, opposite present-day time factors, the necessary improvements by shippers and railways to achieve the goal.*

| *Time Factors in Movement* | *Days Per Trip* 43.8 miles per day | 100 miles per day | *Necessary Improvements* |
|---|---|---|---|
| Normal road movement | 1.53 | 1.14 | Increase average train speed 33.7% from 18.7 mph to 25 mph |
| Road delays—reflected in overtime, 10% | 0.19 | 0.00 | Eliminate road delays reflected in overtime. |
| Movement through intermediate yards—4.32 | 1.75 | .86 | Note 1 |
| Interchanges between railways—1.90 | 2.83 | 1.24 | Note 1, plus decrease time on interchange track ¼ day, or 50% |
| Movement between terminal yard and loading and unloading tracks—4 per trip | 2.10 | 0.80 | Note 1 |
| Repairing cars and their movement between yard and repair tracks | 1.52 | 0.20 | Note 2 |
| *RESPONSIBILITY OF RAILWAY* | 9.92 | 4.24 | |
| Loading and unloading | 4.00 | 2.00 | Decrease loading and unloading time from 2 days each to 1 day each, or 50% each. |
| Delay because of the traders' practice of "bill to order," "reconsignment," "plant facilitiy use," etc. | 0.50 | 0.00 | Eliminate these delays. |
| Delay due to observance of 52 Saturdays, 52 Sundays, and 7 holidays per year | 1.22 | 0.61 | Decrease loading and unloading time from 2 days each to 1 day each and eliminate traders' practice delays. |
| *RESPONSIBILITY OF SHIPPER* | 5.72 | 2.61 | |
| *TOTAL TIME—DAYS PER TRIP* | 15.64 | 6.85 | |

*Note 1.* Decrease time per switching movement from 0.322 to 0.20 day, or 37.9%

*Note 2.* Note 1 plus decrease time on repair tracks from 2 days to 1 day and reduce percentage of unserviceable cars from 5.9 to 2.9

# Up-to-the-Minute

**Mechanized car reporting system, usi mond, Marion and Meadville, provid headquarters with timely information**

**WAYBILLS go to operator who prepares punched cards from them containing pertinent information. Cards then go to . . .**

**CARD-TO-TAPE machine which prepares a Teletype tape of the consist in train order. Cards are next sent to . . .**

**PRINTING TABULATOR which prepares conductor's wheel report.**

Within 50 minutes after an eastbound freight train leaves the Erie's yard at Hammond, Ind. (just east of Chicago), the train consist is transmitted to major yards on the route of the train as well as to traffic offices and the general offices in Cleveland. Shortly thereafter, the consist is transmitted to off-line traffic offices.

To accomplish these results, the Erie has installed IBM card-processing machines in yard offices at Hammond, Marion, Ohio, and Meadville, Pa., and in the office of the car accountant in Cleveland. Additional Teletype equipment was installed at these and other offices, and three new carrier circuits were added: Hammond-Marion, Marion-Youngstown and Youngstown-Meadville. Elsewhere, existing railroad-owned circuits and printing telegraph equipment are handling car reporting traffic. Additions to the system will include the installation of card-processing machines at yard offices in Buffalo, Hornell, N. Y., and Jersey City.

### *How the System Operates*

Hammond is the originating assembly yard for eastbound trains, and the final break-up point for westbound trains on the Erie. Six types of IBM card processing machines were installed in the Hammond yard offices: (1) alphabetical key punch unit (makes punched cards); (2) interpreter unit; (3) card-to-tape unit; (4) tape-to-card unit; (5) sorting unit; and (6) tabulating unit.

When a train or a transfer cut arrives at Hammond from Chicago, the conductor brings his waybills to the yard office. The first step is to prepare a punched card containing all pertinent waybill information for each car. This is done by an operator, using the alphabetical key punch machines. Information punched on the card includes: car initial and number, whether loaded or empty, kind of car, net tons, gross tons, contents, destination, state, consignee, junction to and road, freight charges, origin station, shipper, waybill date and number, route, and special instructions. Sometimes this information is contained on two or three cards for the particular car.

### *Card Interpreter*

The data on the cards at this stage is in the form of small rectangular holes. The cards are next passed through an interpreter machine which "reads" the holes, and prints the information on the cards. The interpreted cards are checked against the waybills, then inserted in the waybills and passed along to the yardmaster who

# Car Reporting

## . . . AS THE ERIE DOES IT

**ng IBM-Teletype equipment at Hames advance yard offices and Cleveland concerning car movements**

**CONSIST TAPE is sent on transmitter-distributor (left) and incoming train consists received on console reperforator (right).**

will use them to classify cars and make up eastbound trains. The yardmaster arranges the waybills and cards in train order from head end to rear. Then the waybills and cards are separated, keeping each group in order.

Next the conductor's wheel report is prepared. A heading card is placed in the machine to print the train number, engine number, conductor's name, departing station, time of day and date. Then the punched cards, stacked in train order, are automatically fed into the accounting machine to print the required train information. The wheel report is automatically totaled to show the net and gross tons, as well as empty and loaded cars in the train. This wheel report is prepared in advance of train time, so that there is no delay in departure. The conductor picks up his wheel report and waybills, and is soon on his way.

### *Multiple Sending of Consists*

But the car reporting job has just begun. As soon as the wheel report is made, the cards are released and run through a card-to-tape machine which prepares a Teleptype tape ready for transmission. Next the Hammond operator positions several key switches on an electronic line multiplier, thus setting up circuit connections for the Teletype transmitter-distributor to Chicago, Huntington, Marion and Youngstown. He then feeds the consist tape into the transmitter-distributor, and presses its start button.

At the Chicago traffic office and Huntington (Ind.) telegraph office, the consist is received on a page printer.

At Marion, the consist is relayed through the depot telegraph office to the yard office where it is received on a page printer and reperforator.

### *Relay Reporting*

The Youngstown operator in turn takes the tape from the reperforator and feeds it into a transmitter-distributor, keys his electronic line multiplier for Cleveland, Akron, Meadville, Buffalo and Jersey City, and begins transmission. The transmitter-distributor is adjacent to the reperforator so he can begin relaying after a couple of feet of tape have issued from the reperforator. The incoming consist makes a tape and page copies at Cleveland, Meadville, Buffalo and Jersey City. At Akron the consist is received on a page printer.

At Jersey City, an operator takes the incoming tape, feeds it into a transmitter-distributor, keys an electronic line multiplier, and transmits the consist to the New York traffic office at 50 Church street and to the Duane Street office (Piers 20 and 21). These offices obtain the consist on a receiving page printer.

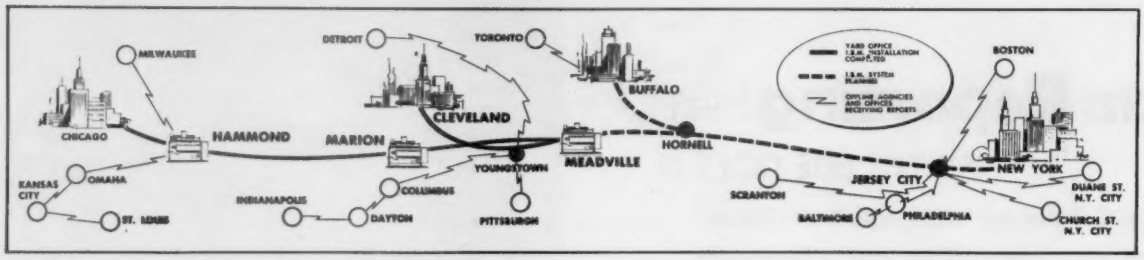
Thus, within 10 min after Hammond starts sending a train consist, that consist is being received on a reperforator and/or page printer at yards and major offices on-line including the general office in Cleveland. Within 50 min of the starting time at Hammond, all offices mentioned in the preceding discussion have received the complete consist.

### *Tape-to-Card at Next Yard*

At Marion yard office, the incoming consist tape is run through a tape-to-card machine to produce cards for each car on the eastbound train. One of the page copies is sent to the yardmaster so he can plan his work prior to the train's arrival. Upon arrival, the conductor turns in his waybills, and the cards prepared previously at Marion are put with them. New cards are made for cars picked up en route, and notations made on cards for cars set out en route. Then the cards and waybills are given to the yardmaster, whose procedure is a repeat of that at Hammond.

For westbound trains, this entire sequence of operations is reversed, with the process starting at Meadville, the farthest point east at which the card-processing-machine part of the car reporting system has been installed.

Cleveland receives the consist in the form of page printer copies and a tape. This tape is run through a tape-to-card machine to produce punched cards, one card for each car. The cards and page copies are used for




**CAR REPORTING SYSTEM will be extended to include all major yards.**

records, car tracing and accounting. The punched cards are used to prepare Erie's "Q.A." (Quick Action) passing reports which are sent to off-line and on-line traffic offices and freight agents daily.

A feature of the Erie's method of car reporting is that the information from the waybill is manually punched on a card at one time, and one time only. All pertinent data is included in the first punching so the additional reports required can be obtained by machine processes with no further reference to the original waybill. The transportation office in Cleveland gets everything, and from this detailed information other reports can be prepared. Hammond yard office prepares the junction passing report for the traffic and revenue departments as well as the jumbo car record book for use at Hammond, and the interchange report in lieu of typing.

The various offices which receive copies of the consist being transmitted from Hammond use this information for notifying shippers and consignees of car movements, and for various traffic and operating studies and reports. At Youngstown the western district general manager receives a copy of every train consist, as does the eastern district general manager at Jersey City. Approximately 125 train consists are handled daily by the car reporting system.

### *Advantages of New System*

The advantages of the car reporting system, in which the operation of business machines and a system-wide railroad-owned printing telegraph network are coordinated, are many. These benefits are evident in yards and terminals as well as to the superintendent of transportation, car accountant, auditor of revenues, traffic department men, shippers and consignees. E. E. Seise, assistant to the president (Erie's man behind the system), summarized the advantages as follows:

"Printed conductor's wheel report instead of hand prepared report.

"Printed train consists and automatic card preparation for 'Q.A.' (Quick Action) Car Locator Service report for shippers and receivers.

"Machine-printed interchange reports replacing manual work.

"Machine-printed outbound train consist, providing an immediate check of classification and yard handling.

"An indexed yard car record printed automatically each day from punched cards showing daily records, and monthly to give permanent record. It shows arrivals of cars and forwardings and eliminates postings.

"An easily prepared passing report, still from the original punched cards, for revenue settlement with other carriers and for traffic department use.

"Advance notice from other yards in form of inbound train consist transmitted from dispatching yard.

"One punching of waybill information produces cards which are used again and again. Transcribing of information from waybills is practically eliminated after the first punched cards are prepared.

"Reduction of errors in car initial and numbers, instructions, etc., which formerly resulted from numerous transcribing operations in manual set-up.

"No loss of speed or delay to train schedules at heavy car-card-punching points (receiving yards from connections) once operators are trained and new system organized to a normal routine.

"Very little dislocation of personnel. Regular yard personnel can readily be trained to take over the mechanical operation.

"When the communication equipment and business machines are coordinated, the adaptations are really tremendous," said Mr. Seise. "We are looking forward to the day when it might be possible to key punch a card from a waybill in a railroad yard on the west coast, and have that same card reproduced over and over again in each railroad yard, from the West coast to the East coast, without ever having to manually transcribe the data from the waybill. We believe the universal use of business machines in yard offices is a forward step in standardization of car reporting for all railroads, keeping shippers and receivers quickly informed about their car movements, and hence making possible more efficient operation through greater mechanization."

### *Carrier Circuits Added*

For the past several years, the communications department has been improving circuits and installing carrier to provide system-wide printing telegraph service, the network now comprising about 4,150 circuit miles of carrier and 6,350 miles of physical circuits. Also the Erie leases Teletype circuits to off-line agents as well as TWX service to other off-line offices.

The studies for the use of improved machine methods and the development of procedures for the yard and general offices are headed by E. E. Seise, assistant to the president; F. H. Menagh, superintendent of communications; and G. F. Dunathan, car accountant. The card processing machines are leased from the International Business Machines Corporation. The printing telegraph equipment was furnished by the Teletype Corporation, and was installed by the Erie communications department, as was the carrier equipment.

**WIDER DOORS and substantial wear-resistant flooring permit more efficient use of loading and unloading trucks.**

# What Modern Freight Cars Need

**Here are some of the conclusions developed in reports and discussions during the recent Car Department Officers' meeting in Chicago**

Long-train high-speed operation plus the heavy weight concentration from loading and unloading with mechanized equipment results in rapid deterioration of draft sills, body bolsters, side sills, floors and other underframe parts. When special equipment is installed to carry loads on the side walls or side sills, these parts are also seriously affected.

The movement of heavy commodities on heavy fork trucks and similar equipment over the car floor causes concentrated stresses on the floor and side sills in the doorway area, and on the cross bearers and intermediate sills. Much of the special equipment installed in cars is secured to side walls and has cross bars that carry the weight of the load entirely or in part on the side walls. Loading of commodities in racks, which are equipped with legs to provide clearance for fork and platform trucks, also causes weight concentration and unusual stress on floors and side sills, as does weight concentrated on pallets.

### *What Shippers Require*

The present day shipper is not as much interested in the design and capacity of the car furnished him for loading as he is in (1) its suitability for loading his commodity at a minimum of expense, and (2) its arrival at destination in good condition.

Many changes in railroad practice have taken place in recent years to meet the needs of the shippers as well as the railroads. Shippers have become very cost conscious. They are increasingly reluctant to pay the price of packaging to withstand the effect of rough handling.

The shipper now has a choice available to him between railroads and competing forms of transportation with less acute handling and loading problems. The trend toward the use of trucks for loading and unloading box cars has made box cars with narrow side door openings a problem. Narrow doors, if they do not actually preclude the use of trucks, require the expenditure of otherwise unnecessary time for maneuvering.

Installations have been made of perforated plates over wood floors, or nailable steel floor sections, in the doorway areas of cars where mechanized equipment is turned, to prevent damage to floor, cross bearers and intermediate sills. While these parts are protected, the same loads are carried back to the end walls, and loads are concentrated on the floor between the intermediate sills and cross bearers, resulting in heavy floor damage in these areas.

The usefulness of box cars with narrow doors and no devices for anchoring and compartmentizing loads is rapidly shrinking. Cars of any type with the old trucks are an operating handicap, are expensive to maintain and are a source of damage to lading. Their replacement with modern equipment will improve operating efficiency, cut equipment maintenance, reduce the immense cost of freight damage claims and protect the railroad against loss of business to competitors.

Ride control trucks, improved draft gear, cushion underframe and snubber springs have resulted in some improvement, but further improvement is still necessary. Nor has car design kept pace with the requirements resulting from modern material handling developments.

To meet today's needs, a car should have:

- A draft arrangement to more efficiently meet present day requirements of speed, long trains and faster switching.
- A different and more substantial type of inside lining.
- A design that eliminates ledges, pockets and other

corrosion-causing arrangements—also the use of non-corrosive metals or metal protectives at strategic points, thereby attaining longer life of the car, which would in turn overcome the cost of these items.

- Wider doors to permit more efficient use of loading and unloading trucks.
- A stronger or different type of floor to permit the use of loading trucks without damage to the floor.
- Side walls equipped with devices to eliminate anchoring loads direct to lining.
- Automatic slack adjusters.
- Vermin protection.
- Standardization of a ride control or similar truck.
- Redesign of present side sills, body bolsters, door posts and floor stringers to withstand the strain caused by present day methods of loading and concentration of loads.

### *Too Many Unfit Cars*

A number of shippers have reported that as high as 20 to 25 per cent of cars offered for loading are unfit. In some cases, because of local conditions, shippers must cooper the cars and use them; in other areas where too much time is lost by loading gangs, the cars are rejected. Various shippers have reported rejections running 5 to 6 per cent for some time. Cars unfit for grain loading are running considerably higher.

It is conservatively estimated that the railroad industry is spending $100 million a year cleaning cars. Loss and damage for 1954 exceeded $99,939,000. Furthermore there is no way of knowing the loss of revenue from shippers' refusing to load cars which were unsuitable or not the type for their requirements.

Between classified repairs, the upgrading of cars to maintain them in condition for first class loading has become a must to prevent diversion of traffic away from the railroads. The majority of steel box cars are water tight and many are suitable for upgrading by making moderately light repairs to floors, lining and doors. Many of these cars carry wood floors that are, in the main, sound, but have a few rough and splintered planks broken by mechanized equipment or concentrated loading. Upgrading should consist of cleaning and, if necessary, washing cars, repairing floors and lining, straightening ends, repairing doors and maintaining trucks in good condition.

Car officers differ as to the economic merits of "cocooning" for upgrading. Some argue that it is better to give the cars permanent repairs than to employ any of the various plastic materials that are sprayed in box car openings to recondition them for service. Others believe that "cocooning," though not a substitute for permanent repairs, is a worthwhile temporary upgrading medium that helps in tight car situations.

Somewhat less than 20 per cent of the empty cars available for commodity carding are fit for A or first-class loading without some upgrading. Comparatively good cars are being classified for a lower commodity because upgrading is not a universal prectice, and cars must be carded for the commodity for which they are fit at the time of inspection. In the operation of diesel locomotives railroads are adopting expensive changes for future maintenance savings. Why not the same on a freight car?

## Benchmarks and Yardsticks

**ANYBODY WHO HAS TO EXPRESS AN OPINION** from time to time about the future of the railroad industry will find himself tempted to swing either toward optimism or pessimism—depending on whom he is talking to.

**For instance,** if you take account of what the railroads have done with their motive power over the past ten years; if you hearken to the realistic talk going on nowadays regarding freight car supply; and if you pay heed to a dozen other similar developments which evidence so much internal health—then how can you be anything but optimistic? To speak about the railroads' future to railroad men or shippers or interested members of the general public, and not give full weight to the many heartening "green lights," would be pretty poor reporting.

**But, then, when you take a look** at the environment the railroads have to work in—what you see is a lot less encouraging. You see the industry beset on every hand by booming competition, which doesn't have to pay its own way, is largely unregulated and is exempt from *ad valorem* taxes. You witness the determination of some of the competitors to exert themselves politically to their utmost to prevent any of the railroads' regulatory shackles from being loosened.

**How can anybody** in his right mind be unreservedly optimistic about the future of an industry, no matter how vigorous, which is subjected to the limitless burdens which are heaped upon the railroads? It's like a healthy child condemned to live in a slum neighborhood. Or like a long-distance runner, loaded down with enough baggage to slow him down to a crawl. He could be an Olympic athlete and still find it hard to win.

**Asked for his ideas** on the railroads' future by an "opinion leader"—say a senator or an economics professor or the president of a chamber of commerce—should a railroad man emphasize the railroads' internal health or should he, instead, dwell upon the jungle of political discrimination which, unless relaxed, may eventually choke the industry to death? The only way this outcome can be surely prevented is for opinion leaders to awaken to this condition and correct it. They can scarcely be expected to do this unless railroad men are frank enough to reveal this dangerous situation to them.

**In your reporter's opinion,** this ambiguous situation needs conscious recognition—with consequent determination, whenever railroad prospects are discussed, to draw equal attention to both the favorable and unfavorable aspects. It is gratifying to observe that some of the nation's biggest railroad men appear to be applying this formula with unfailing consistency.

J.G.L.

# NITL Acts on Cabinet Report

**Favors changes in rate policies, but opposes many other points—Asks long-range car buying program by railroads**

Approval or disapproval, on a highly selective basis, and on the league's own terms, of various features of the Cabinet Committee Report on Transportation highlighted the 48th annual meeting of the National Industrial Traffic League, held at Chicago, November 17-18.

In general, the league put its stamp of approval on those Cabinet Committee proposals which would reduce the rate-making power of the Interstate Commerce Commission by allowing various agencies of transportation to set rates without regard to their effect on competitive agencies. It rejected, on the other hand, recommendations which would change the regulatory status of various modes of transportation.

**LOWE P. SIDDONS, traffic manager of the Holly Sugar Corporation, Colorado Springs, was reelected president of the league for his second year.**

### *Rate-Making*

Definite approval of greater reliance on competitive forces in transportation rate-making was indicated when the league adopted, without major opposition, a proposal to add to the rate-making rule in Section 15a(2) of the Interstate Commerce Act a proviso that: "In determining a minimum rate, the commission shall not consider the effect of such rate on the traffic of any other mode of transportation, the relation of such rate to the rate of any other mode of transportation, or whether such rate is lower than necessary to meet the competition of any other mode of transportation."

Similar changes were favored for sections of the act relating to rate-making by motor carriers, water carriers, and freight forwarders.

It was pointed out from the floor, during consideration of this proposal, that its adoption would not change the present situation with respect to rates within any form of transportation, but would mean that any one form of transportation could reduce its rates without regard to the effect of such reduction on other forms of transportation.

### *Maximum and Minimum Rates*

Considerably more opposition was aroused by the recommendation concerning maximum-minimum rate control, as presented by the league's Special Committee on Transportation Outlook and Policy, headed by A. H. Schwietert, traffic director of the Chicago Association of Commerce & Industry. In the end, however, the league adopted the recommendation of its own committee, the effect of which would be to leave unchanged the present law relating to maximum rates, but to curtail the power of the ICC to set either minimum rates or exact rates.

The precise wording of the league's new policy on this subject is that: "More discretion be left to carrier management as outlined in the Cabinet Committee Report and the power of the Interstate Commerce Commission be limited to prescribing just and reasonable maximum rates and minimum rates which shall not be less than compensatory for the service performed, i.e., which fail to cover the direct ascertainable cost of performing the service." Additionally, the league would definitely continue the requirements of Section 1, under which carriers are required "to establish and maintain just and reasonable rates, fares and charges."

### *National Transportation Policy*

Still supporting its Transportation Policy and Outlook Committee, the league gave basic approval, with a few minor changes, to the declaration of National Transportation Policy proposed by the Cabinet Committee, but made one important addition thereto. Under that proposed addition, the policy would become "solely a statement of Congressional intention for guidance in interpretation, administration and enforcement of the [Interstate Commerce] act," but would not confer on the ICC "any authority or impose any restrictions . . . not provided in the substantive provisions of the act."

The league also went along with the Cabinet Committee, in principle, in approving a grant to the ICC of authority over intrastate service matters on railroads, especially with respect to discontinuance of passenger trains.

On the other hand, it opposed Cabinet Committee recommendations as to expansion of rates, fares or charges, and also as to relief for railroads from application of the fourth section, favoring instead, in each case, policies which the league itself had previously adopted. Its own policy on the fourth section, however, was described as far more liberal than that proposed by the Cabinet Committee, while its policy on suspension, though different from that suggested by the Cabinet Committee, would appear to be less burdensome to carriers than that provided by present law. The league did add to its earlier policy on suspension a recommendation that the burden of proof to justify a suspended rate be kept on the carrier proposing the rate "except where the protestant or complainant is a carrier or carrier

organization, and in such cases the burden of proof shall be on the complainant."

Motor carriers in particular, and railroads to a lesser extent, were severly criticized by individual members for their practice of seeking automatic suspension of any rate filed by the other form of transportation.

### Recommendations Opposed

Most other proposals in the Cabinet Committee Report were opposed by the league.

It went on record against changing the definition of "private carrier," but did so "without implying any opposition to a change in the act under which so-called 'itinerant peddlers' and other carriers continue to operate without proper operating authority." It also opposed any change in the definition of common and contract carriers by motor vehicle and by water, again "without implying any opposition to more effective enforcement of the present law or to proper changes in statutory language to facilitate such enforcement." It likewise opposed any provisions under which contract carrier rates would be increased "above proper charges for the service performed because of the effect of such rates and charges on common carriers."

The league reaffirmed its position in favor of an unqualified exemption for movement of dry bulk commodities by water, although question was raised from the floor as to why "three carloads" should be fully regulated when moving by rail and wholly unregulated when moving by barge.

The league's executive committee further recommended that the league oppose any attempt to eliminate or reduce exemption for liquid bulk commodities moving by water.

The league reaffirmed its earlier statement of policy urging repeal of the "commodities clause," and likewise repeated its former statement opposing subsidies for any form of transportation "except during development periods."

On the other hand, the NITL rescinded by a narrow margin its 1954 action opposing appearance in rate proceedings before the ICC of government bureaus or departments, except when such appearance is made in an official capacity as a direct purchaser or user of transportation.

The league voted to appoint a special committee to deal with the Hoover Commission's proposals on government legal services and procedures as they affect the ICC; opposed any interference with the "independence or statutory functioning" of the commission; and repeated its opposition to curtailment of the right of shippers, groups of shippers or bona fide non-profit cooperative organizations of shippers to act in the capacity of freight forwarders for their own members.

The league also renewed its long-standing opposition to special rates on government traffic, and added a new statement of opposition to indefinite continuance of reduced-rate contracts now in effect.

### LCL Service

Specific action on railroad rate matters, other than on the general proposals concerning rate legislation, came on the report of the league's LCL and Merchandise Committee, headed by R. C. Stockton, general traffic manager, Stewart-Warner Corporation, Chicago.

The league supported this committee's proposal that it urge establishment of better rail lcl service and that it cooperate toward that end with all available railroad groups. It opposed adoption by railroads of motor carrier rates, or by motor carriers of railroad rates; and specifically went on record against a pending proposal by Eastern railroads to impose a surcharge of 20¢ per 100 lb on shipments of less than 5,000 lb.

On the other hand, the committee recommended, and the league voted, to support "any reasonable rail volume rate proposals . . . which include free pick-up and delivery and which will apply on all traffic (with the usual exceptions) including that rated first class or higher and which name rates on at least 5,000 lb lots and preferably 2,000- and 5,000-lb lots."

A somewhat similar proposal, to support establishment of volume rates when justified by sound rate-making considerations, was explained as implying support for trainload rates, though no definition as to what might constitute a "trainload" was suggested.

The league also recommended that railroads continue on a reduced basis their Tariff Research Group, after that group's current program is completed, probably sometime next year, and that there be added to its duties the quality control of tariffs issued by carriers and agents.

### More Cars Wanted

The league also showed its concern about the shortage of freight cars, which it called "the most important transportation problem facing those endeavoring to keep today's industry moving" and which it said had reduced the freight car fleet to an inadequate level, both in number and condition. It added that "the consequent loss in carriers' revenue and diversion of traffic to competing forms of transportation is substantial. Shippers are losing production time and business."

To express its views on this subject, the league approved the following points, which it voted to have placed before the member road meeting of the Association of American Railroads, which was being held separately, but at the same time, elsewhere in Chicago.

(1) Ownership must be increased to avoid shortages and reverse the present trend of a greater number of cars being retired than acquired.

(2) Carriers should redouble efforts to upgrade cars on a more rapid basis and further reduce the number of bad order cars. Shippers should not be forced to continue to spend large sums of money to place cars in condition for loading.

(3) Carriers recently stated they were in no position to make long term commitments for purchase of freight cars due to expiration date attached to the Ex Parte 175-B increases. This situation no longer exists.

(4) Carriers should recognize an expanding economy, and must adopt, in addition to the present car building program, a long-range plan to place regular orders for new equipment to not only gain over retirements, but to stabilize car building planning. This long term planning should also include a more continuous operation of car repair facilities.

(5) Excessive terminal delays and bunching continue to contribute to the car problem.

The league declared it would resist any attempt by the

ICC to impose penalty demurrage charges resulting from the failure of railroads to provide sufficient cars.

The league publicly commended *Railway Age*, the Monon Railway, the New York Railroad Club, and Traffic World for their sponsorship of essay contests which "encourage constructive thought about traffic and transportation problems."

### *"Golden Anniversary" Coming Up*

It was voted to hold the 1956 meeting at the Commodore Hotel in New York, November 15-16, and the league's 1957 "golden anniversary" meeting will be held at the Palmer House in Chicago, November 13-15.

Lowe P. Siddons, traffic manager of the Holly Sugar Corporation, Colorado Springs, was reelected president of the league for his second year. Grant Arnold, of Philadelphia, general traffic manager of E. J. Lavino & Co., was moved up from treasurer to vice-president, to succeed D. G. Ward, director of transportation of the Olin-Mathieson Chemical Corporation, Baltimore, who retired from the vice-presidency at his own request. Robert Maguire, also of Philadelphia, manager of the traffic division of the Atlantic Refining Company, was elected to succeed Mr. Arnold as treasurer. L. J. Dorr continues as executive secretary.

## Letters from Readers

### *Filing vs. Regulating*

WASHINGTON, D.C.

TO THE EDITOR:

Thanks so much for printing my letter in *Railway Age* of August 8.

Being a woman, I consider it my prerogative to have the last word, so I hope you will bear with me while I attempt to point out some facts in reference to your reply to me.

1. Contract carriers must show in their schedules filed with the commission the lowest rate actually charged any shipper for each transportation service performed. Investigation by us has developed that, except in rare instances, the rates and charges published in the schedules of contract carriers on file with the commission are the actual charges collected by such carriers and that there are no hidden charges.

2. A contract carrier may increase any rate or charge without such increase being subject to suspension by the commission. In all other respects the rates, charges and rules published by contract carriers are regulated in exactly the same manner as those of the railroads and motor common carriers.

3. Attorneys who handle application cases before the commission for both common and contract motor carriers all agree that there is no material difference in the degree of proof necessary to obtain a contract carrier permit and that necessary to obtain a certificate to perform the same or similar operation as a common carrier. Some believe it is easier to obtain a certificate, even though the proposed service may be for a single shipper and of a specialized nature.

These are all facts which can be substantiated. I won't mind a bit if you print this one too!

MRS. VEE H. KENNEDY
Manager,
Contract Carrier Conference

[Mrs. Kennedy still appears to believe that contract carriers are under substantially the same degree of regulation that common carriers are. Since by implication she concedes the justice of regulatory equality—we'll say that, if she'll agree that common carriers should be permitted to change their rates at will, upward or downward, with no more formality than advising the ICC what is going on, then we'll have no disagreement with her.

—EDITOR]

### *Trainee Turnover*

WELLSVILLE, N.Y.

TO THE EDITOR:

Your article on the use and non-use of college graduates in the railroad industry, by R. E. Westmeyer (*Railway Age*, August 1, page 22), not only reiterates known conditions, but also points out others obscure and little known. A related problem useful in determining weaknesses in the present recruitment and training programs is a study of trainee turnover. As a former special apprentice, I have been startled by the high percentage loss of graduates by the railroads once the railroader is exposed to other types of work, especially those who did not come from a railroad family.

Few railroads have persuaded graduates to go into railroading who had not already definitely made up their minds to do so, but industry when given the opportunity will take even these men from a railroad career. As an example, of the five in my graduating class in mechanical engineering who very definitely had planned on a railroad career, I was the only one who was not discouraged from it by the poor offering made by the railroads.

Shortly after starting my special apprenticeship, I was called into military service, where I served in the Transportation Corps Research and Development Command (Tradcom). We had about twelve who were railroaders before entering the army. Upon discharge from the army, the two from locomotive manufacturers went with other companies not connected with railroading; two of the three from railroad families returned to railroading; only one of the two special apprentices from non-railroading families went back to railroading, and in six months he was seeking other employment; the assistant track engineer was given an early discharge by request of his railroad because of critical track engineer shortage; the test engineer is still working for the railroad; and the other person returned to railroading but quit because more money and greater opportunites were offered by industries. My superior officer, who was recalled from his railroad job because of the Korean war, chose to make a career of the army rather than return to railroading. The other reserve officer, who worked for a progressive railroad, did return to his company.

I believe that this survey of all known railroaders in Tradcom clearly speaks for itself. Tradcom had others who did not come from railroads, but who were assigned to the railroad section.

They did very excellent work, but none of them went into railroading upon discharge. It is this type of person that the railroads need.

#### Reasons Listed

There were various reasons why seven out of the twelve did not return and stay in railroading. Dr. Westmeyer touched on several of these, but there are others, e.g.:

1. Failure to make the individual feel the company really needs him.

2. Failure to allow the individual to become familiar with all phases of the company so that he may have a better overall picture of the company and a resulting higher morale.

3. A training program which allows little or no chance for the trainees to use or show his abilities. This will be particularly important to a returning serviceman who for two years has had responsibility in railroad work, but then is completely restricted until he finishes training.

I believe that all these points can be relatively easily corrected. I have seen how an industry, for which I work, has overcome these problems. Railroading is fascinating—far more so than industry. Why not capitalize on it?

THOMAS T. TABER III

# Financial

(*Continued from page 16*)
posed report further indicated the examiner's view that, if jurisdiction is accepted in the agreement case, it would be better to decide the directorship case first. (*Railway Age* November 7, page 38.)

## Applications

**BALTIMORE & OHIO.**—To assume liability for $3,000,000 of equipment trust certificates, the first installment of a proposed $14,700,000 issue, the whole of which would finance in part the acquisition of equipment, listed below, at an estimated total cost of $18,467,000.

| | Description and Builder | Estimated Unit Cost |
|---|---|---|
| 1,000 | 70-ton hopper cars (Bethlehem Steel Company) | $7,100 |
| 500 | 70-ton hopper cars (Pullman-Standard Car Manufacturing Company) | 7,100 |
| 600 | 50-ton box cars (ACF Industries, Inc.) | 7,071 |
| 100 | 50-ton box cars (General American Transportation Corporation) | 8,212 |
| 300 | 50-ton box cars (General American) | 9,180 |

The certificates, dated January 1, 1956, would mature in 15 equal annual installments, beginning January 1, 1957. They would be sold by competitive bids which would fix the interest rate.

**BOSTON & MAINE.**—To issue $28,874,580 of 5% income debentures in exchange for 274,996 shares of 5% preferred stock of $100 par. The exchange would be on the basis of $105 of debentures for each share of preferred. The anticipated tax saving was put at $715,000.

**CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.**—To assume liability for $7,500,000 of equipment trust certificates to finance in part equipment, listed below, which is expected to cost a total of $9,433,562.

| | Description and Builder | Estimated Unit Cost |
|---|---|---|
| 6 | 7,200-hp., three-unit, diesel-electric passenger locomotives (Electro-Motive Division, General Motors Corporation) | $773,048 |
| 10 | 1,750-hp. general purpose, diesel-electric road switching locomotives (Electro-Motive) | 158,728 |
| 8 | 1,600-hp. diesel-electric road switchers (Alco Products, Inc.) | 148,104 |
| 8 | 1,600-hp. all-purpose, diesel-electric road switchers (Fairbanks, Morse & Co.) | 149,989 |
| 100 | 70-ton covered hopper cars (Pullman-Standard Car Manufacturing Company) | 7,885 |

The certificates, dated January 1, 1956, would mature in 30 semi-annual installments of $250,000 each, beginning July 1, 1956. They would be sold by competitive bids which would fix the interest rate.

**CHICAGO SOUTH SHORE & SOUTH BEND.**—To issue and sell without competitive bidding $1,500,000 of 5% sinking fund notes. Proceeds would be used for relocation of the South Shore's line in Lake County, Ind., a project approved by the commission in 1953. The notes would be sold at par; they would be dated April 1, 1956, and would mature April 1, 1971.

**LITCHFIELD & MADISON.**—To issue 200,000 shares of common stock with par value of $12.50 per share, and $500,000 of debenture bonds. The new stock would supplant the presently outstanding issue of 20,000 shares with par value of $25 per share and thus effect an increase, from $500,000 to $2,500,000, in the amount of common which the applicant is authorized to issue. Approval of this increase is sought in the application, which also asks authority to distribute 40,000 shares of the new issue on a two-for-one basis to holders of the 20,000 shares. The proposed debentures would be exchanged on a one-for-ten basis for 5,000 shares of 4% cumulative preferred stock ($100 par) presently outstanding. They would be 20-year bonds, maturing January 1, 1976, and bearing interest at 4%. The common-stock proposal is based on a desire to get the shares in a "more favorable" price range and thus effect their wider distribution, while tax savings are expected to result from the proposed exchange of debentures for the preferred stock.

**MISSOURI PACIFIC.**—To assume liability for $2,625,000 of equipment trust certificates to finance in part 450 50-ton box cars which are expected to cost a total of $3,282,000. The cars would be built in Missouri Pacific shops. Sixty-nine, estimated to cost $8,174 each, would be equipped with nailable steel floors; and 31, expected to cost $12,209 each, would be equipped with nailable steel floors and loaders. The estimated unit cost of the remaining 350 is $6,693. The certificates, dated January 1 1956 would mature in 15 annual installments of $175,000 each, beginning January 1, 1957. They would be sold on the basis of competitive bids which would fix the interest rate.

**NEW ORLEANS, TEXAS & MEXICO.**—To issue 215,779 shares of preferred stock to its parent road, the Missouri Pacific, in exchange for indebtedness totaling $21,577,989. Dividends on the stock would be cumulative at the rate of $2.702 per year until termination of the Mopac reorganization case, and on a $5 cumulative basis thereafter.

**NEW YORK CENTRAL.**—To issue $6,600,000 of equipment trust certificates to finance in part 10 1,750-hp diesel-electric road switching locomotives to be purchased from Electro-Motive at an estimated unit cost of $169,919, and 800 55-ton box cars. The box cars would be built by Despatch Shops, Inc.—500 at an estimated unit cost of $6,854, and 300, equipped with loaders, at $10,838 each. Estimated total cost of the equipment is $8,377,590. The certificates, dated December 15, would mature in 15 annual installments of $440,000 each, beginning December 15, 1956. They would be sold on the basis of competitive bids, which would fix the interest rate.

**NORTHERN PACIFIC.**—To assume liability for $1,800,000 of equipment trust certificates to finance in part 10 mechanically-equipped refrigerator cars to be acquired from Pacific Car & Foundry Co. at an estimated unit cost of $22,517.60 and a total cost of $2,251,760. The certificates, dated December 20, would mature in 15 annual installments of $120,000 each, beginning December 20, 1956. They would be sold be competitive bids which would fix the interest rate.

**TOLEDO, ANGOLA & WESTERN.**—To issue a renewal promissory note for $80,000 to evidence a loan from the Cleveland Trust Company. The note's term would be 5 years—from January 1, 1956, until January 1, 1961. The quarterly interest rate would be tied to rates on prime commercial paper, subject to provisions stipulating that the annual basis would not be above 4% nor below 3%. The note would be secured by a first mortgage on TA&W properties and guaranteed by the road's parent, Medusa Portland Cement Company.

## Authorization

**SEABOARD AIR LINE.**—To assume liability for $6,550,000 of equipment trust certificates, first of a proposed $13,110,000 issue, to finance in part purchase of 1,000 box cars, 400 hopper cars, 10 diesel-electric switcher units and 25 passenger cars at an estimated total cost of $17,497,106 (*Railway Age*, October 17, page 16). The certificates, dated November 1, would mature in 15 annual installments of $437,000 each beginning November 1, 1956. Division 4 approved sale of the securities at an interest rate of 3% for 98.727—the bid of Salomon Bros. & Hutzler and three associates—which will make the annual cost of the proceeds to the road approximately 3.23%. The securities were reoffered to the public at prices yielding from 2.85 to 3.15%, according to maturity.

## Dividends Declared

**ALABAMA GREAT SOUTHERN.**—ordinary, $4, semiannual; 6% preferred, $4, semiannual; both payable December 23 to holders of record December 2.

**BALTIMORE & OHIO.**—preferred, $4; common, $2; both payable December 27 to holders of record December 1. Preferred, $1, quarterly, payable March 15, June 15, September 17 and December 17, 1956, to holders of record February 24, May 25, August 27 and November 27, 1956.

**BESSEMER & LAKE ERIE.**—$3 preferred, $1.50, semiannual, payable December 1 to holders of record November 15.

**CHICAGO & EASTERN ILLINOIS.**—25¢, payable December 30 to holders of record December 12.

**CHICAGO, ROCK ISLAND & PACIFIC.**—$1.25, quarterly, payable December 31 to holders of record December 13.

**CINCINNATI, NEW ORLEANS & TEXAS PACIFIC.**—$4, semiannual, payable December 16 to holders of record December 2.

**CLEARFIELD & MAHONING.**—$1.50, semiannual, payable January 3, 1956, to holders of record December 22.

**DAYTON & MICHIGAN.**—preferred, $1, quarterly, payable January 3, 1956, to holders of record December 15.

**DELAWARE.**—$1, semiannual, payable January 3, 1956, to holders of record December 15.

**ELMIRA & WILLIAMSPORT.**—$1.65, semiannual, payable January 3, 1956, to holders of record December 20.

**ERIE & PITTSBURGH.**—87½¢, quarterly, payable December 12 to holders of record November 30.

**MOBILE & BIRMINGHAM.**—4% preferred, $2, semiannual, payable January 3, 1956, to holders of record December 1.

**NASHVILLE & DECATUR.**—7% guaranteed, 93¾¢, semiannual, payable January 3, 1956, to holders of record December 22.

**NEW YORK, CHICAGO & ST. LOUIS.**—75¢, quarterly, payable January 3, 1956, to holders of record November 25.

**NORFOLK SOUTHERN.**—30¢, quarterly, payable December 15 to holders of record December 1.

**NORTHERN CENTRAL.**—$2, semiannual, payable January 16, 1956, to holders of record December 30.

**PHILADELPHIA, GERMANTOWN & NORRISTOWN.**—$1.50, quarterly, payable December 5 to holders of record November 21.

**PITTSBURGH, FORT WAYNE & CHICAGO.**—7% preferred, $1.75, quarterly, payable January 3, 1956, to holders of record December 9.

**ROCHESTER & GENESEE VALLEY.**—$2, semiannual, payable January 3, 1956, to holders of record December 20.

**ST. LOUIS-SAN FRANCISCO.**—37½¢, payable December 15 to holders of record December 1.

**SOUTHERN PACIFIC.**—75¢, quarterly, payable December 19 to holders of record November 28.

**VIRGINIAN.**—75¢, increased quarterly; 37½¢, extra; both payable December 23 to holders of record December 9.

**WEST JERSEY & SEASHORE.**—$1.50, semiannual, payable January 1, 1956, to holders of record December 15.

**WHEELING & LAKE ERIE.**—common, $1.43¾, quarterly; 4% prior lien, $1, quarterly; both payable February 1, 1956, to holders of record January 13.

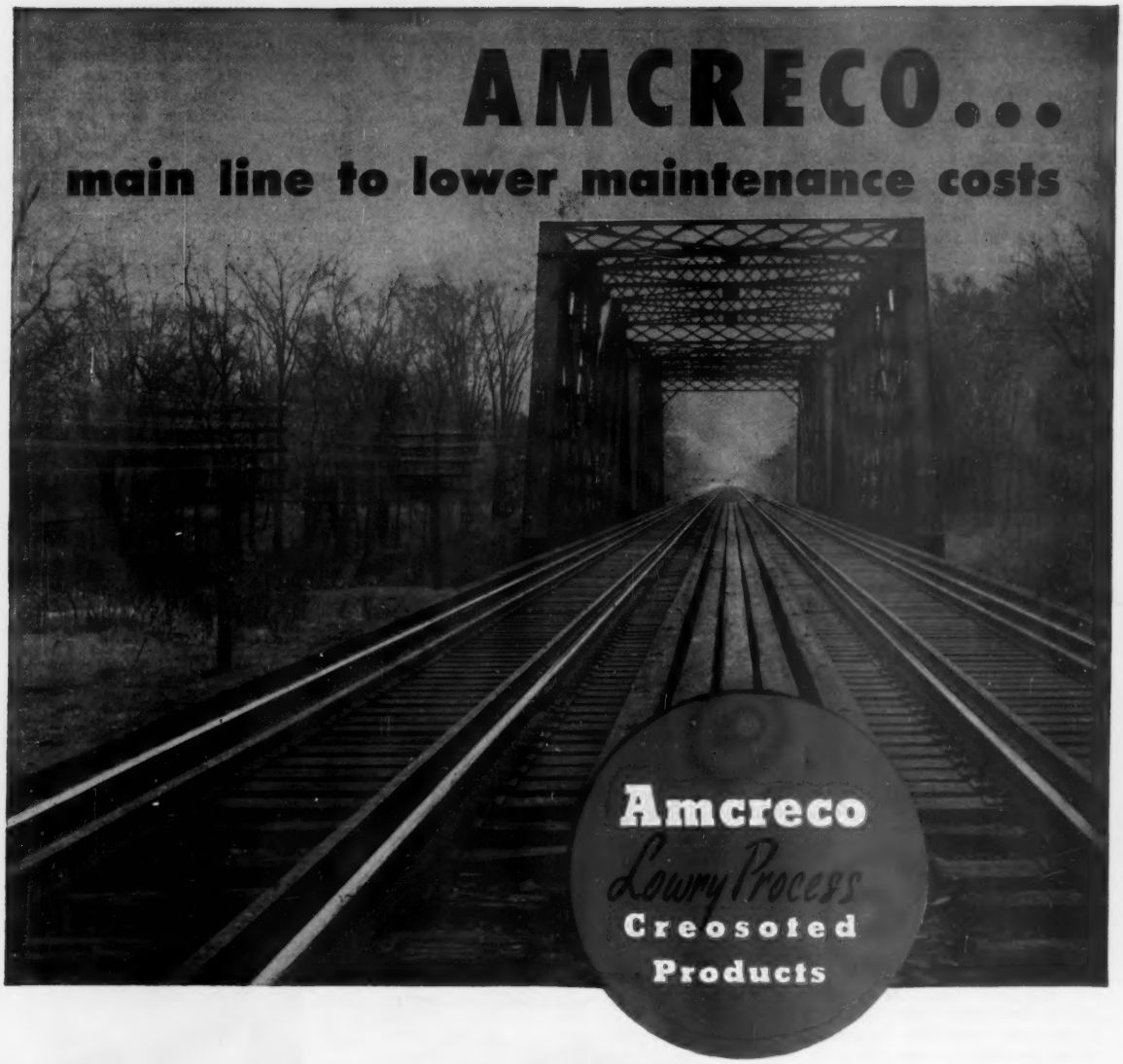
## Security Price Averages

| | Nov. 21 | Prev. Week | Last Year |
|---|---|---|---|
| Average price of 20 representative railway stocks | 95.68 | 97.03 | 77.81 |
| Average price of 20 representative railway bonds | 97.69 | 97.96 | 97.11 |

# Supply Trade

**Evans Taylor,** Philadelphia branch sales engineer, has been named manager, sales engineering of Exide Industrial Division, **Electric Storage Battery Company.** He succeeds **E. J. Fitzmaurice, Jr.,** appointed Boston branch sales manager.

**Evans Taylor**

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**Bored Cross Ties**
**Bridge Ties**
**Piles**
**Timbers**

Just as railroad service has improved through the years—so has the quality of AMCRECO cross ties, bridge ties, piles and timbers. Through continuing research in the last quarter of a century, the service life of Amcreco creosoted products has been greatly extended. Improvements in our basic Lowry process of Creosoting under Pressure have given a green light to construction and maintenance economy. Write for a full explanation.

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GENERAL SALES OFFICE—CHICAGO, ILLINOIS
10 FIELD SALES OFFICES TO SERVE YOU

## Railway Officers

**CANADIAN PACIFIC.—C. E. Lister,** general manager, Prairie region at Winnipeg, Man., has been appointed acting vice-president of that region, succeeding **G. N. Curley,** on leave of absence. **J. N. Fraine,** general superintendent, Alberta district, at Calgary, Alta., has been appointed general manager, Eastern region, at Toronto, succeeding **G. E. Mayne,** who has been transferred to the Prairie region at Winnipeg.

Mr. Fraine was born at Medicine Hat, Alta., April 9, 1912, and attended the University of Manitoba (C.E. 1939) and the University of

**J. N. Fraine**

Western Ontario (Bus. Admin. 1950). He joined the CPR in 1928 as a signal fitter at Calgary and worked during summer vacations with the engineering department while attending the University of Manitoba. Mr. Fraine was appointed assistant superintendent at Lethbridge, Ont., in 1943 and became superintendent, Laurentian division at Montreal in 1947. He was general manager of the **Quebec Central** from 1947 to 1950, then became assistant to vice-president of the CPR at Montreal. Mr. Fraine was named general superintendent of the Alberta district in September 1953.

**James Lundie,** locating engineer at Hemlo, Ont., has been appointed district engineer, New Brunswick district at St. John, N.B., succeeding **J. J. Richardson,** retired.

**R. D. Newton,** acting superintendent of the sleeping, dining and parlor car department at Toronto, has been appointed superintendent of that department, succeeding **J. T. Collins,** who retires December 1 after more than 46 years of service. **R. D. Hardacre** succeeds Mr. Newton as assistant superintendent.

**C. S. Sarsfield,** city passenger agent at Fort Williams, Ont., has been promoted to district passenger agent at Toronto.

**CANADIAN PASSENGER ASSOCIATION.—Cedric J. Campbell** has been appointed chairman, at Montreal, succeeding **J. A. Brass,** retired. Mr. Campbell had been vice-

**Cedric J. Campbell**

chairman of the eastern lines of the association since 1947, before which he was in charge of the ticket bureau of the Canadian National.

**CHESAPEAKE & OHIO.—James E. Doyle,** assistant vice-president—freight traffic at Cleveland, has been appointed vice-president—merchandise traffic, effective January 1, 1956. Mr. Doyle will succeed **Arthur S. Genet,** who leaves the C&O at the end of the year to become president and chief executive officer of the Greyhound Corporation at Chicago. Mr. Doyle joined the C&O in 1921 as a clerk at Richmond, Va. Shortly after, he spent 15 months with the Southern and Atlantic Coast Line, rejoining the C&O in 1923 in the freight traffic department. He was transferred to Cleveland in 1929 as secretary to vice-president—freight traffic, becoming chief clerk in that office in 1932. Ten years later he was named assistant to

**James E. Doyle**

vice-president—freight traffic and in 1948 he became assistant vice-president—freight traffic.

**T. R. Evans,** superintendent—costs at Richmond, has been appointed general superintendent—costs there.

**I. H. Irwin** has been named safety and fire prevention supervisor at Ashland, Ky., succeeding **J. R. Dawson,** retired. **B. A. Hoffman** has been appointed supervisor of station service at Toledo, Ohio, replacing **J. E. Cunningham,** who has been transferred to Grand Rapids, Mich. **M. W. Karsten** has become trainmaster at Grand Rapids, and **Charles E. Chesher,** assistant trainmaster, has been advanced to trainmaster at Columbus, Ohio.

**CHICAGO & NORTH WESTERN.—Fred O. Steadry** has been appointed general solicitor and **Charles H. O'Hearn** has become general audi-

**Fred O. Steadry**

**Charles H. O'Hearn**

tor (*Railway Age* October 31, page 46). Because of a printer's error in the November 21 *Railway Age*, page 54, the photographs of Messrs. Steadry and O'Hearn were reversed.

**QUEBEC, NORTH SHORE & LABRADOR.—R. A. Sharood,** chief engineer at Seven Islands, Que., left this road November 9 to become associated with the consulting engineer firm of Coverdale & Colpitts. Mr. Sharood's first assignment will be on the rehabilitation of the Pacific of Mexico.

**ROCK ISLAND. — Frank E. Quick** has been appointed special representative of vice-president freight traffic, and **L. E. Anderson** has be-

come assistant general freight agent, both at Des Moines, Iowa. **J. Tillotson,** assistant general freight agent at Fort Worth, Tex., has been transferred to Amarillo, Tex.

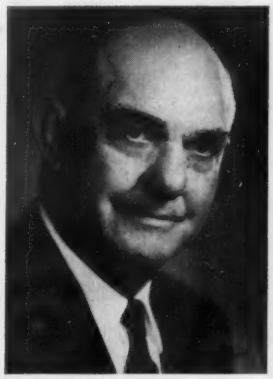
**SOO LINE.—Ben G. Spears,** assistant to vice-president—traffic, has been appointed freight traffic manager—sales, with headquarters as before at Minneapolis, succeeding **Harry E. Benson,** deceased. Mr. Spears' successor is **Edgar N. Phelps,** assistant general freight agent at St. Paul, who in turn has been replaced by **Robert F. Donnett,** general agent at Eau Claire, Wis. **John B. Benson,** general agent at Spokane, Wash., has been transferred to Eau Claire.

Ben G. Spears

Edgar N. Phelps

**S. M. Mrosak** has been appointed assistant industrial commissioner.

**TEXAS & NEWS ORLEANS.—R. deWaal,** assistant general manager, has been appointed general manager, succeeding **J. J. Moore,** retired. **G. W. Kelly,** superintendent of terminals at Houston, replaces Mr. deWaal, and in turn has been replaced by **D. R. Kirk. L. A. Patterson,** trainmaster at Houston, has been appointed assistant superintendent there, and has been replaced by **L. J. Linbrugger,** assistant trainmaster, **H. G. Oliver,** district freight and passenger agent at Lake Charles, La., has been named district freight agent at San Antonio, Tex., succeeding **M. H. Erskine,** retired. Mr. Oliver's successor is **Ivan A. Wells,** assistant commercial agent at Houston.



R. deWaal

G. W. Kelly

**H. J. Bowyer** has been appointed superintendent of shops at Houston, succeeding **J. J. Daugherty,** transferred.

**TEXAS PACIFIC — MISSOURI PACIFIC TERMINAL OF NEW ORLEANS.—D. B. Ohrum** has been elected general auditor at Dallas, Tex. **L. T. McIntyre** and **J. B. Finley** have been elected assistant treasurers at that point. The accounting offices at New Orleans, in charge of **C. J. Bourgeois,** auditor, have been moved to 1025 Elm Street, Dallas 2, and the position of auditor has been abolished. Mr. Bourgeois has been appointed assistant to general auditor at New Orleans. **J. G. Corn** has been named assistant general auditor; **J. R. Tedford,** auditor revenues; **R. E. Hardwick,** auditor expenditures; **J. E. Albin,** car accountant and **H. B. Newton,** freight claim agent, all at Dallas.

**UNION PACIFIC.—Clyde E. Duff, Jr.,** traveling mail and baggage clerk, has been appointed assistant manager of the mail, baggage and express department, and **William D. Loomis, Jr.,** chief clerk of the department, has become general baggage and express agent, both at Omaha.

**Carl W. Rexroad** has been appointed general agent at Bend, Ore.

**WESTERN MARYLAND. — Ernest A. Lindsay** has been appointed division traffic manager at Cumberland, Md., succeeding the late **W. D. Hospelhorn.**

## OBITUARY

**A. Fred Blomquist,** general agent of the **Rutland** at Chicago, died recently.

**Edward C. Craig,** 83, retired general counsel of the **Illinois Central,** died November 21 at Chicago.

**Eugene Charles Murray,** 50, trainmaster of the **Louisville & Nashville** at Pensacola, Fla., died October 14 in an automobile accident.

**William A. Roelker,** general agent of the Louisville & Nashville at Anniston, Ala., died October 3 at his home in that city, after a brief illness.

**Jay P. Fehr,** 66, retired superintendent of dining car service of the **Pennsylvania,** died November 14 at Chicago.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# Freight Operating Statistics of Large Railways—Selected Items

| Region, Road and Year | | Miles of road operated | Train-miles | Locomotive-Miles: Principal and helper | Locomotive-Miles: Light | Car-Miles: Loaded (thousands) | Car-Miles: Per cent loaded | Ton-miles (thousands): Gross excl. locos & tenders | Ton-miles (thousands): Net rev. and non-rev. | Road-locos. on line: Serviceable: Unstored | Road-locos. on line: Serviceable: Stored | Road-locos. on line: B.O. | Road-locos. on line: Per cent B.O. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New Eng. Region | Boston & Maine | 1955 | 1,564 | 243,816 | 249,043 | 9,195 | 9,673 | 67.3 | 619,840 | 261,714 | 67 | 1 | 1 | 1.4 |
| | | 1954 | 1,664 | 237,277 | 240,297 | 6,361 | 8,290 | 66.7 | 532,040 | 218,283 | 71 | 1 | 7 | 8.9 |
| | N. Y., N. H. & Hfd. | 1955 | 1,746 | 294,630 | 294,634 | 23,054 | 11,744 | 66.9 | 726,708 | 295,647 | 101 | .. | 8 | 7.3 |
| | | 1954 | 1,746 | 243,969 | 244,293 | 16,567 | 10,615 | 68.8 | 647,744 | 269,922 | 91 | .. | 3 | 3.2 |
| Great Lake Region | Delaware & Hudson | 1955 | 792 | 177,831 | 183,006 | 6,092 | 9,743 | 72.7 | 662,777 | 358,363 | 38 | .. | 2 | 5.0 |
| | | 1954 | 793 | 180,200 | 184,600 | 9,440 | 8,559 | 67.5 | 602,656 | 307,373 | 39 | .. | 4 | 9.3 |
| | Del., Lack. & Western | 1955 | 962 | 280,588 | 291,664 | 18,507 | 12,915 | 72.4 | 820,986 | 377,079 | 63 | .. | 2 | 3.1 |
| | | 1954 | 962 | 252,823 | 264,960 | 20,575 | 11,061 | 66.9 | 722,708 | 311,180 | 64 | .. | 1 | 1.5 |
| | Erie | 1955 | 2,224 | 576,933 | 579,431 | 18,671 | 32,409 | 70.1 | 1,978,685 | 808,436 | 166 | .. | 2 | 1.2 |
| | | 1954 | 2,225 | 518,224 | 521,374 | 14,477 | 29,969 | 69.1 | 1,818,427 | 708,468 | 160 | .. | 4 | 2.4 |
| | Grand Trunk Western | 1955 | 952 | 751,177 | 255,694 | 2,148 | 8,053 | 58.8 | 587,598 | 235,297 | 58 | .. | 15 | 20.5 |
| | | 1954 | 952 | 210,787 | 217,730 | 1,653 | 6,792 | 59.2 | 491,448 | 203,459 | 61 | 6 | 13 | 16.3 |
| | Lehigh Valley | 1955 | 1,138 | 220,971 | 223,873 | 8,020 | 11,313 | 67.5 | 484,433 | 375,156 | 34 | .. | 1 | 2.9 |
| | | 1954 | 1,150 | 201,414 | 204,841 | 6,355 | 10,153 | 66.1 | 693,464 | 318,304 | 31 | 2 | 1 | 2.9 |
| | New York Central | 1955 | 10,661 | 2,518,135 | 2,550,459 | 103,819 | 10,174 | 61.7 | 7,507,310 | 3,265,116 | 572 | 8 | 111 | 16.1 |
| | | 1954 | 10,663 | 2,164,075 | 2,192,400 | 76,134 | 87,190 | 60.9 | 6,222,082 | 2,742,113 | 535 | 184 | 136 | 15.9 |
| | New York, Chic. & St. L. | 1955 | 2,154 | 730,805 | 749,623 | 6,328 | 31,339 | 67.7 | 2,174,544 | 1,000,100 | 172 | 5 | 19 | 9.7 |
| | | 1954 | 2,161 | 642,064 | 667,615 | 6,146 | 26,361 | 65.6 | 1,830,465 | 804,475 | 143 | 37 | 42 | 18.9 |
| | Pitts. & Lake Erie | 1955 | 221 | 69,599 | 69,599 | .... | 3,193 | 70.9 | 269,231 | 170,101 | 20 | .. | .. | .. |
| | | 1954 | 221 | 50,179 | 50,315 | .... | 2,392 | 63.7 | 211,761 | 129,261 | 17 | 7 | 1 | 4.0 |
| | Wabash | 1955 | 2,381 | 542,981 | 544,277 | 6,263 | 25,065 | 66.6 | 1,618,940 | 627,392 | 103 | .. | 1 | 1.0 |
| | | 1954 | 2,381 | 481,308 | 483,870 | 6,303 | 21,430 | 65.3 | 1,387,847 | 528,780 | 103 | .. | .. | .. |
| Central Eastern Region | Baltimore & Ohio | 1955 | 6,072 | 1,626,860 | 1,797,196 | 172,710 | 65,412 | 64.9 | 5,165,942 | 2,575,166 | 452 | 6 | 89 | 16.3 |
| | | 1954 | 6,077 | 1,382,182 | 1,515,270 | 122,423 | 56,273 | 61.6 | 4,268,696 | 2,040,373 | 423 | 74 | 110 | 18.1 |
| | Bessemer & Lake Erie | 1955 | 208 | 60,412 | 65,692 | 232 | 3,496 | 59.7 | 424,796 | 277,128 | 16 | .. | .. | .. |
| | | 1954 | 209 | 37,365 | 40,126 | 117 | 2,153 | 69.1 | 236,510 | 157,678 | 11 | 3 | .. | .. |
| | Central RR Co. of New Jersey | 1955 | 613 | 124,042 | 125,037 | 6,562 | 4,831 | 68.5 | 358,852 | 193,100 | 68 | .. | .. | .. |
| | | 1954 | 613 | 118,313 | 119,151 | 5,825 | 4,468 | 65.1 | 329,677 | 168,458 | 56 | 2 | 3 | 4.9 |
| | Chicago & Eastern Ill | 1955 | 868 | 116,937 | 116,937 | 2,390 | 5,020 | 69.1 | 352,840 | 175,396 | 25 | .. | 3 | 10.7 |
| | | 1954 | 868 | 114,593 | 114,593 | 2,395 | 4,562 | 66.7 | 289,910 | 154,502 | 25 | .. | 3 | 10.7 |
| | Elgin, Joliet & Eastern | 1955 | 236 | 87,097 | 87,367 | .... | 2,809 | 65.2 | 225,814 | 123,691 | 35 | 2 | 3 | 7.5 |
| | | 1954 | 236 | 71,346 | 71,709 | .... | 2,258 | 63.4 | 178,240 | 94,959 | 33 | 8 | 2 | 4.7 |
| | Pennsylvania System | 1955 | 9,892 | 3,098,727 | 3,335,565 | 253,961 | 133,896 | 66.6 | 9,587,111 | 4,599,717 | 884 | 11 | 416 | 31.7 |
| | | 1954 | 9,906 | 2,571,256 | 2,746,826 | 192,365 | 109,811 | 65.3 | 7,775,129 | 3,669,310 | 727 | 323 | 384 | 26.8 |
| | Reading | 1955 | 1,303 | 334,392 | 337,004 | 11,451 | 13,168 | 67.7 | 1,027,481 | 562,645 | 158 | 1 | 39 | 19.7 |
| | | 1954 | 1,304 | 291,394 | 292,849 | 10,061 | 10,900 | 60.9 | 877,658 | 450,878 | 156 | 22 | 23 | 11.4 |
| | Western Maryland | 1955 | 846 | 167,467 | 174,456 | 10,292 | 6,879 | 65.6 | 567,521 | 326,053 | 36 | .. | .. | .. |
| | | 1954 | 857 | 142,722 | 148,319 | 7,411 | 5,545 | 64.0 | 457,418 | 255,819 | 35 | 44 | 1 | 1.3 |
| Pocahontas Region | Chesapeake & Ohio | 1955 | 5,065 | 1,521,768 | 1,557,128 | 47,657 | 68,836 | 56.9 | 5,963,422 | 3,410,737 | 419 | 7 | 111 | 20.7 |
| | | 1954 | 5,050 | 1,205,784 | 1,221,677 | 32,287 | 50,886 | 58.2 | 4,318,544 | 2,410,421 | 344 | 68 | 163 | 28.3 |
| | Norfolk & Western | 1955 | 2,104 | 731,111 | 786,707 | 68,500 | 36,715 | 59.5 | 3,395,373 | 1,882,721 | 224 | 12 | 19 | 7.5 |
| | | 1954 | 2,110 | 591,267 | 624,119 | 47,101 | 28,392 | 59.9 | 2,546,244 | 1,380,737 | 198 | 52 | 31 | 11.0 |
| Southern Region | Atlantic Coast Line | 1955 | 5,278 | 745,965 | 745,965 | 8,130 | 23,172 | 62.7 | 1,654,714 | 782,332 | 233 | .. | 8 | 3.3 |
| | | 1954 | 5,340 | 681,856 | 681,859 | 7,054 | 21,291 | 60.2 | 1,547,872 | 716,407 | 241 | .. | 6 | 2.4 |
| | Central of Georgia | 1955 | 1,731 | 184,028 | 184,054 | 1,636 | 7,675 | 68.3 | 532,008 | 260,269 | 74 | .. | 5 | 6.3 |
| | | 1954 | 1,731 | 176,898 | 176,924 | 2,025 | 7,257 | 68.2 | 496,546 | 238,400 | 72 | .. | 2 | 2.7 |
| | Gulf, Mobile & Ohio | 1955 | 2,717 | 265,155 | 265,155 | 306 | 15,847 | 72.4 | 1,044,946 | 510,715 | 86 | .. | 5 | 5.5 |
| | | 1954 | 2,718 | 262,985 | 262,985 | 548 | 14,514 | 70.4 | 975,071 | 471,415 | 83 | .. | 6 | 6.7 |
| | Illinois Central | 1955 | 6,531 | 1,239,960 | 1,240,431 | 37,924 | 52,430 | 64.6 | 3,804,470 | 1,819,867 | 395 | 30 | 205 | 32.5 |
| | | 1954 | 6,537 | 1,206,892 | 1,210,020 | 39,105 | 47,809 | 63.2 | 3,471,936 | 1,617,315 | 448 | 107 | 111 | 16.7 |
| | Louisville & Nashville | 1955 | 4,715 | 907,441 | 923,004 | 18,667 | 34,279 | 63.1 | 2,591,927 | 1,343,775 | 185 | 15 | 11 | 5.2 |
| | | 1954 | 4,719 | 836,405 | 840,253 | 15,027 | 30,752 | 63.3 | 2,294,729 | 1,175,898 | 231 | 55 | 6 | 2.1 |
| | Nash., Chatt. & St. Louis | 1955 | 1,043 | 166,929 | 170,128 | 3,709 | 5,530 | 72.3 | 357,916 | 171,672 | 46 | .. | 7 | 13.2 |
| | | 1954 | 1,043 | 164,855 | 168,105 | 3,471 | 5,486 | 70.4 | 358,719 | 169,243 | 46 | .. | 7 | 13.2 |
| | Seaboard Air Line | 1955 | 4,053 | 566,040 | 566,040 | 1,010 | 22,846 | 64.5 | 1,634,282 | 775,275 | 139 | .. | 5 | 3.5 |
| | | 1954 | 4,053 | 526,597 | 526,597 | 510 | 20,399 | 63.3 | 1,463,453 | 679,753 | 134 | .. | 13 | 8.8 |
| | Southern | 1955 | 6,264 | 903,714 | 903,784 | 12,788 | 43,529 | 69.7 | 2,785,926 | 1,296,733 | 271 | .. | 3 | 1.1 |
| | | 1954 | 6,262 | 902,848 | 902,913 | 12,130 | 38,695 | 67.2 | 2,529,071 | 1,149,858 | 280 | .. | 1 | .4 |
| Northwestern Region | Chicago & North Western | 1955 | 7,786 | 773,369 | 775,540 | 10,401 | 35,514 | 66.3 | 2,432,566 | 1,065,420 | 158 | 9 | 29 | 14.8 |
| | | 1954 | 7,850 | 750,612 | 752,395 | 10,016 | 31,810 | 64.6 | 2,203,070 | 970,205 | 167 | 36 | 51 | 20.1 |
| | Chicago Great Western | 1955 | 1,437 | 134,110 | 134,110 | 222 | 8,145 | 68.0 | 546,948 | 247,856 | 31 | .. | 2 | 6.1 |
| | | 1954 | 1,437 | 130,997 | 130,997 | 282 | 7,377 | 66.6 | 496,823 | 216,168 | 29 | .. | 4 | 12.1 |
| | Chic., Milw., St. P. & Pac. | 1955 | 10,633 | 1,124,191 | 1,144,845 | 23,514 | 50,258 | 63.9 | 3,500,222 | 1,573,403 | 295 | 35 | 27 | 7.6 |
| | | 1954 | 10,632 | 1,018,871 | 1,039,097 | 26,563 | 44,761 | 63.3 | 3,110,838 | 1,373,159 | 308 | 56 | 48 | 11.7 |
| | Chic., St. P., Minn. & Omaha | 1955 | 1,606 | 164,632 | 166,157 | 5,225 | 5,921 | 67.3 | 410,722 | 182,798 | 62 | .. | 14 | 18.4 |
| | | 1954 | 1,606 | 163,511 | 164,890 | 5,119 | 5,351 | 67.5 | 366,715 | 162,259 | 59 | .. | 19 | 24.4 |
| | Duluth, Missabe & Iron Range | 1955 | 569 | 177,954 | 178,667 | 1,381 | 8,294 | 51.5 | 881,765 | 537,318 | 65 | .. | 7 | 9.7 |
| | | 1954 | 567 | 116,227 | 116,707 | 974 | 5,341 | 52.1 | 550,753 | 332,516 | 55 | 17 | 6 | 7.7 |
| | Great Northern | 1955 | 8,270 | 1,295,128 | 1,303,125 | 45,352 | 51,980 | 66.2 | 3,985,796 | 2,058,487 | 287 | 52 | 28 | 7.6 |
| | | 1954 | 8,295 | 1,149,905 | 1,155,159 | 34,302 | 45,926 | 63.4 | 3,520,545 | 1,723,825 | 265 | 148 | 48 | 10.4 |
| | Minneap., St. P. & S. Ste. M. | 1955 | 4,171 | 420,425 | 423,017 | 3,262 | 16,265 | 64.3 | 1,093,653 | 526,738 | 82 | 9 | 3 | 3.2 |
| | | 1954 | 4,169 | 391,657 | 395,822 | 4,503 | 13,259 | 67.8 | 879,494 | 421,235 | 100 | .. | 16 | 13.8 |
| | Northern Pacific | 1955 | 6,570 | 943,893 | 961,894 | 24,545 | 41,006 | 67.5 | 2,853,777 | 1,309,006 | 282 | 29 | 56 | 15.3 |
| | | 1954 | 6,570 | 887,302 | 915,234 | 34,240 | 35,229 | 64.5 | 2,520,136 | 1,114,728 | 306 | 7 | 64 | 17.0 |
| Central Western Region | Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) | 1955 | 13,097 | 2,356,094 | 2,466,661 | 64,563 | 108,452 | 66.7 | 7,201,999 | 2,836,542 | 519 | 89 | 30 | 4.7 |
| | | 1954 | 13,076 | 2,078,667 | 2,161,851 | 47,151 | 93,265 | 67.1 | 6,160,048 | 2,426,175 | 526 | 116 | 27 | 4.0 |
| | Chic., Burl. & Quincy | 1955 | 8,773 | 1,226,520 | 1,222,873 | 33,354 | 54,417 | 68.2 | 3,537,635 | 1,534,993 | 228 | 16 | 27 | 10.0 |
| | | 1954 | 8,824 | 1,201,775 | 1,200,471 | 33,279 | 51,159 | 67.0 | 3,316,224 | 1,442,753 | 268 | 27 | 47 | 13.7 |
| | Chic., Rock I. & Pac. | 1955 | 7,904 | 844,129 | 838,191 | 1,102 | 33,812 | 64.2 | 2,396,239 | 1,051,663 | 167 | 4 | 4 | 2.3 |
| | | 1954 | 7,869 | 813,071 | 813,473 | 1,354 | 30,998 | 64.3 | 2,190,347 | 944,067 | 165 | 6 | 4 | 2.3 |
| | Denver & R. G. Wn | 1955 | 2,165 | 360,164 | 386,764 | 44,933 | 18,339 | 73.2 | 1,223,351 | 581,997 | 76 | 14 | 16 | 15.1 |
| | | 1954 | 2,164 | 334,228 | 357,154 | 35,076 | 15,483 | 70.3 | 1,046,092 | 482,366 | 82 | 24 | 33 | 23.7 |
| | Southern Pacific | 1955 | 8,068 | 2,388,389 | 2,489,922 | 215,019 | 105,946 | 64.1 | 7,312,118 | 2,926,737 | 684 | 8 | 83 | 10.7 |
| | | 1954 | 8,063 | 2,195,168 | 2,311,422 | 272,435 | 95,670 | 61.8 | 6,802,095 | 2,610,132 | 662 | 13 | 129 | 16.0 |
| | Union Pacific | 1955 | 9,813 | 2,703,710 | 2,765,575 | 129,354 | 125,021 | 67.0 | 8,120,644 | 3,308,774 | 504 | 60 | 96 | 14.5 |
| | | 1954 | 9,816 | 2,575,225 | 2,631,714 | 112,531 | 112,263 | 64.7 | 7,469,056 | 2,979,782 | 472 | 220 | 130 | 15.8 |
| | Western Pacific | 1955 | 1,190 | 283,315 | 293,027 | 11,694 | 13,748 | 72.0 | 876,190 | 394,564 | 49 | .. | .. | .. |
| | | 1954 | 1,190 | 232,225 | 237,450 | 8,849 | 11,009 | 72.3 | 685,504 | 309,284 | 41 | 4 | .. | .. |
| Southwestern Region | International-Gt. Northern* | 1955 | 1,104 | 136,298 | 136,298 | 53 | 5,917 | 66.1 | 422,240 | 202,037 | 39 | .. | .. | .. |
| | | 1954 | 1,103 | 124,639 | 124,639 | .... | 5,070 | 65.5 | 380,370 | 177,715 | 43 | .. | 1 | 2.3 |
| | Kansas City Southern | 1955 | 886 | 151,810 | 151,963 | 133 | 8,974 | 68.9 | 629,622 | 286,746 | 25 | .. | 3 | 10.7 |
| | | 1954 | 886 | 133,630 | 133,712 | 182 | 7,511 | 66.2 | 528,872 | 235,063 | 24 | .. | 3 | 11.1 |
| | Mo.-Kans.-Texas Lines | 1955 | 3,230 | 330,013 | 330,013 | 3,273 | 14,355 | 68.2 | 914,624 | 396,188 | 85 | .. | .. | .. |
| | | 1954 | 3,229 | 334,685 | 334,685 | 3,661 | 13,104 | 65.0 | 849,994 | 349,474 | 85 | .. | .. | .. |
| | Missouri Pacific* | 1955 | 6,892 | 977,994 | 977,994 | 10,825 | 46,460 | 70.2 | 3,072,323 | 1,420,795 | 234 | 46 | 38 | 11.9 |
| | | 1954 | 6,896 | 938,352 | 938,830 | 10,752 | 40,337 | 67.1 | 2,721,279 | 1,221,248 | 218 | 56 | 92 | 25.1 |
| | Texas & Pacific | 1955 | 1,822 | 309,613 | 309,613 | 3,444 | 14,151 | 65.4 | 999,227 | 398,482 | 60 | .. | 2 | 3.2 |
| | | 1954 | 1,822 | 299,907 | 299,907 | 2,813 | 12,853 | 65.3 | 887,902 | 349,098 | 58 | .. | 2 | 3.3 |
| | St. Louis-San Francisco | 1955 | 4,573 | 596,241 | 596,241 | 5,627 | 24,987 | 67.6 | 1,650,299 | 746,783 | 113 | .. | 8 | 6.6 |
| | | 1954 | 4,564 | 572,158 | 572,158 | 5,425 | 22,659 | 65.7 | 1,522,225 | 674,884 | 110 | .. | 6 | 5.2 |
| | St. Louis Southw. Lines | 1955 | 1,554 | 320,759 | 320,783 | 1,525 | 14,893 | 72.9 | 918,818 | 410,724 | 52 | .. | 10 | 16.1 |
| | | 1954 | 1,555 | 274,079 | 274,079 | 1,317 | 11,954 | 73.8 | 719,771 | 321,734 | 53 | 6 | 10 | 14.5 |
| | Texas & New Orleans | 1955 | 4,302 | 689,952 | 689,952 | 4,293 | 27,648 | 65.5 | 1,890,667 | 840,312 | 137 | .. | 6 | 4.2 |
| | | 1954 | 4,275 | 669,144 | 669,144 | 5,065 | 24,910 | 59.0 | 1,799,088 | 747,260 | 140 | .. | 32 | 18.6 |

## For the Month of September 1955 Compared with September 1954

| Region, Road and Year | | Freight cars on line: Home | Foreign | Total | Per Cent B.O. | G.t.m.per train-hr. excl.locos and tenders | G.t.m.per train-mi. excl.locos and tenders | Net ton-mi. per train-mile | Net ton-mi. per l'd car-mile | Net ton-mi. per car-day | Car-miles per car-day | Net daily ton-mi. per road-mi. | Train-miles per train-hour | Miles per loco. per day |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New Eng. Region | Boston & Maine | 1955 1,913 | 8,616 | 10,529 | 4.1 | 37,464 | 2,548 | 1,076 | 27.1 | 773 | 42.5 | 5,578 | 14.7 | 136.6 |
| | | 1954 2,580 | 7,444 | 10,024 | 5.0 | 35,155 | 2,248 | 922 | 26.3 | 726 | 41.6 | 4,373 | 15.7 | 119.6 |
| | N. Y., N. H. & Htfd | 1955 1,825 | 18,471 | 20,296 | 2.0 | 38,069 | 2,467 | 1,003 | 25.2 | 453 | 26.9 | 5,644 | 15.4 | 118.3 |
| | | 1954 2,822 | 13,206 | 16,028 | 3.5 | 40,265 | 2,655 | 1,106 | 25.4 | 570 | 32.6 | 5,153 | 15.2 | 114.2 |
| Great Lakes Region | Delaware & Hudson | 1955 3,313 | 5,378 | 8,691 | 3.8 | 62,960 | 3,745 | 2,025 | 36.8 | 1,449 | 54.2 | 15,083 | 16.9 | 162.4 |
| | | 1954 6,647 | 4,214 | 10,861 | 5.2 | 63,484 | 3,361 | 1,714 | 35.9 | 931 | 38.4 | 12,920 | 19.0 | 161.2 |
| | Del. Lack. & Western | 1955 3,786 | 12,371 | 16,157 | 2.9 | 46,284 | 2,986 | 1,371 | 29.2 | 750 | 35.5 | 13,066 | 15.8 | 180.2 |
| | | 1954 7,473 | 8,945 | 16,418 | 4.6 | 48,605 | 2,914 | 1,255 | 28.1 | 626 | 33.2 | 10,782 | 17.0 | 163.4 |
| | Erie | 1955 7,106 | 20,785 | 27,891 | 4.1 | 62,532 | 3,460 | 1,414 | 24.9 | 979 | 56.0 | 12,117 | 18.2 | 134.4 |
| | | 1954 12,179 | 16,334 | 28,513 | 5.7 | 66,587 | 3,537 | 1,378 | 23.6 | 849 | 52.0 | 10,614 | 19.0 | 121.2 |
| | Grand Trunk Western | 1955 4,219 | 9,764 | 13,983 | 10.4 | 49,378 | 2,364 | 947 | 29.2 | 553 | 32.2 | 8,239 | 21.1 | 128.0 |
| | | 1954 4,753 | 6,906 | 11,659 | 6.0 | 49,204 | 2,364 | 979 | 30.0 | 555 | 31.3 | 7,124 | 21.1 | 96.8 |
| | Lehigh Valley | 1955 7,052 | 9,873 | 16,925 | 2.3 | 69,560 | 3,640 | 1,741 | 33.2 | 736 | 32.9 | 10,989 | 19.6 | 241.2 |
| | | 1954 9,142 | 8,031 | 17,173 | 4.6 | 68,100 | 3,496 | 1,605 | 31.4 | 610 | 29.4 | 9,226 | 19.8 | 228.2 |
| | New York Central | 1955 51,429 | 95,491 | 146,920 | 4.5 | 49,513 | 3,033 | 1,319 | 32.3 | 721 | 36.2 | 10,209 | 16.6 | 143.5 |
| | | 1954 82,330 | 72,387 | 154,717 | 13.8 | 49,636 | 2,929 | 1,291 | 31.4 | 593 | 30.1 | 8,572 | 17.3 | 98.8 |
| | New York, Chic. & St. L. | 1955 6,007 | 18,796 | 24,803 | 6.7 | 51,993 | 3,043 | 1,400 | 31.9 | 1,338 | 62.0 | 15,477 | 17.5 | 138.0 |
| | | 1954 10,482 | 14,064 | 24,546 | 8.3 | 51,594 | 2,905 | 1,277 | 30.5 | 1,112 | 55.6 | 12,409 | 18.1 | 111.4 |
| | Pitts. & Lake Erie | 1955 2,644 | 10,068 | 12,712 | 3.9 | 61,665 | 3,902 | 2,466 | 53.3 | 446 | 11.8 | 25,656 | 15.9 | 120.4 |
| | | 1954 9,986 | 5,445 | 15,431 | 8.2 | 61,684 | 4,230 | 2,582 | 54.0 | 274 | 8.0 | 19,496 | 14.6 | 81.0 |
| | Wabash | 1955 8,673 | 10,778 | 19,451 | 6.7 | 62,972 | 2,991 | 1,159 | 25.0 | 1,078 | 44.6 | 8,783 | 21.1 | 188.6 |
| | | 1954 9,370 | 9,755 | 19,125 | 10.0 | 62,921 | 2,901 | 1,105 | 24.7 | 923 | 37.4 | 7,403 | 21.8 | 168.0 |
| Central Eastern Region | Baltimore & Ohio | 1955 42,805 | 45,411 | 88,216 | 9.6 | 49,167 | 3,228 | 1,609 | 39.4 | 977 | 38.2 | 14,137 | 15.5 | 125.3 |
| | | 1954 58,175 | 36,176 | 94,351 | 15.1 | 48,564 | 3,133 | 1,498 | 36.3 | 718 | 32.2 | 11,192 | 15.7 | 95.1 |
| | Bessemer & Lake Erie | 1955 2,740 | 1,423 | 4,163 | 17.2 | 108,643 | 7,177 | 4,682 | 79.3 | 2,100 | 44.3 | 44,412 | 15.5 | 154.2 |
| | | 1954 6,249 | 662 | 6,911 | 16.2 | 89,249 | 6,484 | 4,323 | 73.2 | 731 | 14.5 | 25,148 | 14.1 | 108.2 |
| | Central RR Co. of New Jersey | 1955 2,451 | 10,565 | 13,016 | 7.2 | 39,482 | 3,023 | 1,627 | 40.0 | 497 | 18.1 | 10,500 | 13.6 | 92.9 |
| | | 1954 5,406 | 8,526 | 13,932 | 12.7 | 38,946 | 2,909 | 1,486 | 37.7 | 392 | 16.0 | 9,160 | 14.0 | 93.3 |
| | Chicago & Eastern Ill | 1955 2,563 | 3,298 | 5,861 | 6.5 | 48,110 | 3,029 | 1,506 | 34.9 | 1,004 | 41.6 | 6,736 | 15.9 | 152.1 |
| | | 1954 3,258 | 3,543 | 6,801 | 11.4 | 42,640 | 2,541 | 1,354 | 33.9 | 807 | 35.7 | 5,933 | 16.9 | 156.5 |
| | Elgin, Joliet & Eastern | 1955 6,690 | 8,256 | 14,946 | 5.4 | 20,901 | 2,720 | 1,490 | 44.0 | 266 | 9.3 | 17,470 | 8.1 | 96.0 |
| | | 1954 7,738 | 5,141 | 12,879 | 8.0 | 22,551 | 2,614 | 1,393 | 42.1 | 234 | 8.8 | 13,412 | 9.0 | 74.0 |
| | Pennsylvania System | 1955 97,241 | 99,289 | 196,530 | 9.3 | 52,965 | 3,191 | 1,531 | 34.4 | 779 | 34.1 | 15,500 | 17.1 | 99.7 |
| | | 1954 116,023 | 86,682 | 202,705 | 12.1 | 54,542 | 3,102 | 1,464 | 33.4 | 604 | 27.7 | 12,347 | 18.0 | 74.8 |
| | Reading | 1955 10,911 | 20,895 | 31,806 | 4.1 | 47,417 | 3,073 | 1,683 | 42.7 | 607 | 21.0 | 14,394 | 15.4 | 72.2 |
| | | 1954 18,876 | 14,600 | 33,476 | 8.0 | 43,071 | 3,013 | 1,548 | 41.4 | 459 | 18.2 | 11,526 | 14.3 | 60.5 |
| | Western Maryland | 1955 4,035 | 4,726 | 8,761 | 4.8 | 48,066 | 3,436 | 1,974 | 47.4 | 1,173 | 37.7 | 12,847 | 14.2 | 188.5 |
| | | 1954 6,948 | 2,853 | 9,801 | 2.5 | 45,280 | 3,252 | 1,819 | 46.1 | 832 | 28.2 | 9,950 | 14.1 | 72.1 |
| Pocahontas Region | Chesapeake & Ohio | 1955 47,025 | 37,906 | 84,931 | 2.1 | 73,081 | 3,944 | 2,256 | 49.5 | 1,353 | 48.0 | 22,446 | 18.6 | 109.9 |
| | | 1954 56,712 | 23,777 | 80,489 | 4.2 | 68,048 | 3,594 | 2,006 | 47.4 | 995 | 36.1 | 15,910 | 19.0 | 79.9 |
| | Norfolk & Western | 1955 30,085 | 10,559 | 40,644 | 1.5 | 78,971 | 4,776 | 2,648 | 51.3 | 1,575 | 51.6 | 29,828 | 17.0 | 120.3 |
| | | 1954 37,746 | 7,516 | 45,262 | 3.2 | 75,763 | 4,399 | 2,386 | 48.6 | 1,011 | 34.7 | 21,813 | 17.6 | 88.8 |
| Southern Region | Atlantic Coast Line | 1955 17,345 | 17,024 | 34,369 | 4.1 | 42,673 | 2,227 | 1,053 | 33.8 | 776 | 36.7 | 4,941 | 19.2 | 114.8 |
| | | 1954 20,528 | 14,947 | 35,475 | 2.8 | 39,397 | 2,280 | 1,055 | 33.6 | 676 | 33.4 | 4,472 | 17.4 | 103.7 |
| | Central of Georgia | 1955 2,727 | 7,189 | 9,916 | 3.2 | 48,041 | 2,905 | 1,421 | 33.9 | 886 | 38.2 | 5,012 | 16.6 | 88.7 |
| | | 1954 3,236 | 5,516 | 8,752 | 6.4 | 48,410 | 2,813 | 1,351 | 32.9 | 915 | 40.9 | 4,591 | 17.2 | 92.0 |
| | Gulf, Mobile & Ohio | 1955 4,696 | 9,925 | 14,621 | 3.3 | 74,511 | 3,945 | 1,928 | 32.2 | 1,176 | 50.4 | 6,266 | 18.9 | 105.6 |
| | | 1954 5,357 | 9,815 | 15,172 | 3.3 | 68,807 | 3,713 | 1,795 | 32.5 | 1,075 | 47.0 | 5,781 | 18.6 | 107.6 |
| | Illinois Central | 1955 23,443 | 32,658 | 56,101 | 2.0 | 49,606 | 3,110 | 1,488 | 34.7 | 1,132 | 50.5 | 9,288 | 16.2 | 73.3 |
| | | 1954 28,487 | 25,607 | 54,094 | 3.1 | 46,928 | 2,912 | 1,357 | 33.8 | 1,022 | 47.8 | 8,247 | 16.3 | 68.3 |
| | Louisville & Nashville | 1955 23,993 | 14,882 | 38,875 | 5.4 | 48,113 | 2,864 | 1,485 | 39.2 | 1,140 | 46.1 | 9,500 | 16.8 | 160.7 |
| | | 1954 34,557 | 12,529 | 47,086 | 3.3 | 47,526 | 2,751 | 1,410 | 38.2 | 814 | 33.6 | 8,306 | 17.3 | 102.4 |
| | Nash., Chatt. & St. Louis | 1955 3,316 | 3,378 | 6,694 | 5.3 | 40,645 | 2,148 | 1,030 | 31.0 | 820 | 36.5 | 5,486 | 19.0 | 120.4 |
| | | 1954 3,481 | 3,518 | 6,999 | 3.7 | 41,090 | 2,180 | 1,028 | 30.8 | 813 | 37.4 | 5,409 | 18.9 | 116.0 |
| | Seaboard Air Line | 1955 11,725 | 16,267 | 27,992 | 2.5 | 52,112 | 2,929 | 1,389 | 33.9 | 964 | 44.0 | 6,376 | 18.0 | 158.7 |
| | | 1954 13,663 | 11,671 | 25,334 | 2.9 | 50,846 | 2,820 | 1,310 | 33.3 | 906 | 43.0 | 5,591 | 18.3 | 139.5 |
| | Southern | 1955 14,386 | 27,134 | 41,520 | 3.5 | 52,369 | 3,094 | 1,440 | 29.8 | 1,051 | 50.6 | 6,900 | 17.0 | 122.7 |
| | | 1954 18,979 | 23,896 | 42,875 | 3.8 | 48,396 | 2,813 | 1,279 | 29.7 | 864 | 43.2 | 6,121 | 17.3 | 121.3 |
| Northwestern Region | Chicago & North Western | 1955 16,601 | 31,123 | 47,724 | 5.5 | 55,793 | 3,206 | 1,404 | 30.0 | 730 | 36.7 | 4,561 | 17.7 | 150.9 |
| | | 1954 20,524 | 30,823 | 51,347 | 5.2 | 49,871 | 3,036 | 1,337 | 30.5 | 625 | 31.7 | 4,120 | 17.0 | 107.8 |
| | Chicago Great Western | 1955 1,369 | 4,436 | 5,805 | 3.3 | 76,883 | 4,086 | 1,852 | 30.4 | 1,413 | 68.3 | 5,749 | 18.9 | 141.2 |
| | | 1954 1,935 | 3,908 | 5,843 | 3.6 | 73,419 | 3,795 | 1,651 | 29.3 | 1,191 | 61.0 | 5,014 | 19.4 | 138.2 |
| | Chic., Milw., St. P. & Pac. | 1955 28,134 | 36,794 | 64,928 | 5.4 | 58,055 | 3,125 | 1,405 | 31.3 | 817 | 40.8 | 4,932 | 18.6 | 120.8 |
| | | 1954 37,282 | 30,275 | 67,557 | 7.1 | 55,441 | 3,066 | 1,353 | 30.7 | 664 | 34.2 | 4,305 | 18.2 | 94.1 |
| | Chic., St. P., Minn. & Omaha | 1955 1,209 | 8,784 | 9,993 | 2.6 | 35,036 | 2,521 | 1,122 | 30.9 | 605 | 29.1 | 3,794 | 14.0 | 86.9 |
| | | 1954 1,148 | 8,283 | 9,431 | 3.7 | 31,797 | 2,293 | 1,014 | 30.3 | 579 | 28.3 | 3,368 | 14.2 | 77.5 |
| | Duluth, Missabe & Iron Range | 1955 13,767 | 779 | 14,546 | 2.1 | 81,321 | 5,301 | 3,230 | 64.8 | 1,253 | 37.5 | 31,477 | 16.4 | 99.8 |
| | | 1954 14,450 | 670 | 15,120 | 2.2 | 79,428 | 4,986 | 3,010 | 62.3 | 742 | 22.9 | 19,548 | 16.8 | 63.8 |
| | Great Northern | 1955 20,552 | 26,021 | 46,573 | 2.5 | 55,131 | 3,128 | 1,615 | 39.6 | 1,461 | 55.8 | 8,297 | 17.9 | 132.9 |
| | | 1954 23,961 | 23,731 | 47,692 | 2.3 | 53,188 | 3,097 | 1,516 | 37.5 | 1,142 | 48.0 | 6,927 | 17.4 | 93.7 |
| | Minneap., St. P. & S. Ste. M. | 1955 6,496 | 10,241 | 16,737 | 5.2 | 52,275 | 2,621 | 1,263 | 32.4 | 1,070 | 51.4 | 4,210 | 20.1 | 161.7 |
| | | 1954 7,522 | 7,442 | 14,964 | 4.8 | 45,061 | 2,263 | 1,084 | 31.8 | 994 | 46.1 | 3,368 | 20.1 | 124.3 |
| | Northern Pacific | 1955 17,076 | 20,850 | 37,926 | 4.9 | 57,554 | 3,033 | 1,391 | 31.9 | 1,108 | 51.4 | 6,641 | 19.0 | 96.1 |
| | | 1954 21,596 | 18,980 | 40,576 | 5.2 | 51,213 | 2,855 | 1,263 | 31.6 | 873 | 42.8 | 5,656 | 18.0 | 91.7 |
| Central Western Region | Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) | 1955 53,310 | 31,617 | 84,927 | 3.5 | 69,613 | 3,076 | 1,211 | 26.2 | 1,111 | 63.7 | 7,219 | 22.8 | 142.0 |
| | | 1954 56,964 | 28,471 | 85,435 | 4.1 | 66,672 | 2,976 | 1,172 | 26.0 | 930 | 53.3 | 6,185 | 22.5 | 118.1 |
| | Chic., Burl. & Quincy | 1955 20,261 | 24,915 | 45,176 | 3.1 | 58,880 | 2,890 | 1,254 | 28.2 | 1,133 | 58.9 | 5,832 | 20.4 | 165.5 |
| | | 1954 20,067 | 26,352 | 46,419 | 2.9 | 55,266 | 2,765 | 1,203 | 28.2 | 1,032 | 54.6 | 5,450 | 20.0 | 128.9 |
| | Chic., Rock I. & Pac. | 1955 10,573 | 21,693 | 32,266 | 4.7 | 55,806 | 2,850 | 1,251 | 31.1 | 1,091 | 54.7 | 4,435 | 19.7 | 168.6 |
| | | 1954 12,833 | 17,632 | 30,465 | 5.8 | 51,048 | 2,701 | 1,164 | 30.5 | 1,041 | 53.2 | 3,999 | 18.9 | 165.9 |
| | Denver & R. G. Wn. | 1955 7,249 | 8,559 | 15,808 | 3.0 | 61,272 | 3,405 | 1,620 | 31.7 | 1,168 | 50.3 | 8,961 | 18.0 | 139.0 |
| | | 1954 7,795 | 7,495 | 15,290 | 3.5 | 58,119 | 3,137 | 1,447 | 31.2 | 1,033 | 47.2 | 7,430 | 18.6 | 99.5 |
| | Southern Pacific | 1955 28,004 | 47,270 | 75,274 | 1.6 | 57,302 | 3,098 | 1,240 | 27.6 | 1,250 | 70.6 | 12,092 | 18.7 | 122.5 |
| | | 1954 33,586 | 43,049 | 76,635 | 2.0 | 57,556 | 3,128 | 1,200 | 27.3 | 1,188 | 70.5 | 10,791 | 18.6 | 114.0 |
| | Union Pacific | 1955 27,617 | 37,278 | 64,895 | 2.2 | 77,977 | 3,033 | 1,236 | 26.5 | 1,693 | 95.5 | 11,239 | 26.0 | 149.3 |
| | | 1954 32,778 | 38,340 | 71,118 | 2.5 | 75,513 | 2,929 | 1,169 | 26.5 | 1,409 | 82.1 | 10,119 | 26.0 | 114.8 |
| | Western Pacific | 1955 2,056 | 4,304 | 6,360 | 1.5 | 75,861 | 3,111 | 1,401 | 28.7 | 2,141 | 103.7 | 11,052 | 24.5 | 229.3 |
| | | 1954 2,520 | 3,377 | 5,897 | 3.9 | 76,277 | 2,962 | 1,336 | 28.1 | 1,744 | 85.9 | 8,663 | 25.8 | 194.3 |
| Southwestern Region | International-Gt. Northern* | 1955 932 | 6,523 | 7,455 | 3.3 | 63,114 | 3,108 | 1,487 | 34.1 | 901 | 39.9 | 6,100 | 20.4 | 119.6 |
| | | 1954 846 | 5,549 | 6,395 | 3.0 | 58,771 | 3,056 | 1,428 | 35.1 | 923 | 40.2 | 5,371 | 19.3 | 99.3 |
| | Kansas City Southern | 1955 961 | 6,368 | 7,329 | 2.3 | 87,520 | 4,159 | 1,894 | 32.0 | 1,275 | 59.7 | 10,788 | 21.1 | 214.6 |
| | | 1954 1,031 | 5,966 | 6,997 | 4.0 | 80,843 | 3,972 | 1,765 | 31.3 | 1,126 | 54.3 | 8,844 | 20.4 | 180.0 |
| | Mo.-Kans.-Texas Lines | 1955 3,457 | 7,685 | 11,142 | 7.3 | 54,801 | 2,777 | 1,203 | 27.6 | 1,165 | 61.9 | 4,089 | 19.8 | 137.9 |
| | | 1954 4,499 | 6,238 | 10,737 | 8.6 | 53,298 | 2,547 | 1,047 | 26.7 | 1,070 | 61.7 | 3,608 | 21.0 | 141.6 |
| | Missouri Pacific* | 1955 15,271 | 20,632 | 35,903 | 2.4 | 69,674 | 3,165 | 1,464 | 30.6 | 1,339 | 62.4 | 6,872 | 22.2 | 110.9 |
| | | 1954 18,808 | 18,194 | 37,002 | 6.6 | 62,708 | 2,911 | 1,306 | 30.3 | 1,096 | 54.0 | 5,903 | 21.6 | 92.5 |
| | Texas & Pacific | 1955 2,387 | 6,935 | 9,322 | 2.7 | 71,429 | 3,245 | 1,294 | 28.2 | 1,454 | 79.0 | 7,290 | 22.1 | 185.2 |
| | | 1954 3,209 | 5,928 | 9,137 | 4.6 | 66,941 | 2,977 | 1,170 | 27.2 | 1,284 | 72.4 | 6,387 | 22.6 | 177.9 |
| | St. Louis-San Francisco | 1955 9,806 | 13,467 | 23,273 | 3.8 | 54,320 | 2,772 | 1,255 | 29.9 | 1,081 | 53.6 | 5,443 | 19.6 | 181.5 |
| | | 1954 13,222 | 10,281 | 23,503 | 2.8 | 51,281 | 2,665 | 1,182 | 29.8 | 933 | 47.7 | 4,929 | 19.3 | 170.3 |
| | St. Louis Southw. Lines | 1955 1,706 | 5,870 | 7,576 | 1.4 | 55,224 | 2,867 | 1,282 | 27.6 | 1,973 | 98.1 | 8,810 | 19.3 | 177.7 |
| | | 1954 2,425 | 4,592 | 7,017 | 1.7 | 51,280 | 2,633 | 1,177 | 26.9 | 1,547 | 77.9 | 6,897 | 19.5 | 141.1 |
| | Texas & New Orleans | 1955 5,645 | 16,742 | 22,387 | 1.6 | 55,279 | 2,758 | 1,226 | 30.4 | 1,218 | 61.1 | 6,511 | 20.2 | 175.8 |
| | | 1954 6,560 | 16,536 | 23,096 | 2.1 | 53,268 | 2,708 | 1,125 | 30.0 | 1,058 | 59.8 | 5,827 | 19.8 | 137.1 |

*Report of trustee or trustees.
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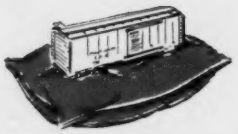

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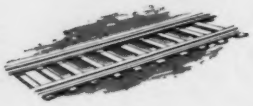

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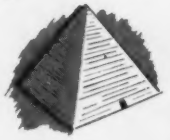

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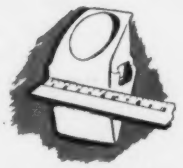

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